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DIARY OF LOCAL EVENTS.

To-day.

(September 12.)

Jewish New Year, 5692.
Baseball: Japanese *v.* South China, Caroline Hill.
Home Sport: Association Football, Full League Programmes.
Cricket: Champions (Yorkshire) *v.* Rest of England at the Oval.
Yachting: Burnham Week (contd.).
Swimming: A.S.A. Long Distance Championships at London.
Lawn Bowls:—1st Division: Civil Service Cricket Club *v.* Craigengower C.C.; 2nd Division: H.K. Electric *v.* Club de Recreio; Yacht Club *v.* Craigengower C.C. Dorrance Cup: Kowloon Dock *v.* Taikoo Dock.
Queen's Theatre: "Pardon Us."
World Theatre: "Blood Spattered Castle" (Chinese film).
Star Theatre: "Love, Live and Laugh."
King's Theatre: "Mr. Lemon of Orange."
Central Theatre: "Resurrection."
Dinner Dances at Peninsula Hotel, Hong Kong Hotel and King's Restaurant.
European Mail:—Outward: Europe *via* Suez (Cathay) 10.30 a.m.; Europe *via* Siberia (Empress of Japan) 9.30 a.m.
Tides:—High at 9.05 and 10.16; Low at 2.26 and 3.40.

Sunday.

(September 13.)

Fifteenth Sunday After Trinity.
Jewish Second Day.
Queen's Theatre: "Cimarron."
World Theatre: "The Personator."
Star Theatre: "Devil May Care."
Central Theatre: "Resurrection."

Monday.

(September 14.)

First Day of Jemadi-al-awal.
Fast of Guedaliah.
Fencing Club Meet, 5.15 p.m.
Lammert's Auction Sale of property, sales rooms, 3 p.m.
P.W.D. Land Sale, 3 p.m.
Home Sport:—Cricket: (Yorkshire) *v.* Rest of England at the Oval.
Sir Julian Cahn's XI. *v.* New Zealand at Nottingham.
Golf: Midland Amateur Championship.
News of The World, West of England Qualifying Competition.
Croquet: Championship Cups at Rochampton.
Queen's Theatre: "Cimarron."
World Theatre: "The Personator" (Chinese film).
Star Theatre: "Devil May Care."
King's Theatre: "Mr. Lemon of Orange."
Central Theatre: "Resurrection."
Farewell to Rev. J. C. and Mrs. Knight Austey, Soldiers' and Sailors' Home, 8 p.m.
Tea Dance at Lane, Crawford's Restaurant; Dinner Dances at Hong Kong Hotel and Peninsula Hotel. Dance at Cheers Club.
Tides:—High at 10.41 and 11.05; Low at 4.00 and 4.49.

HOW YOU MAY PROLONG YOUR LIFE.

"DULLNESS THE ONE UNPARDONABLE SIN."

MUCH DEPENDS ON HEREDITY.

When the Psalmist wrote "The days of our age are three score years and ten" he ventured upon an estimate which in his own generation was surely considered a generous one. To-day we regard it as erring on the side of economy. Actuaries and others learned in such matters tell us that on his 70th birthday a man's expectation of life is 8¼ years, a woman's about 9½.

It is impossible now to say what the death-rate was in King David's time, nor do we know the nature of the many pestilences employed by a jealous God to bring retribution to the unrighteous.

Interest in health statistics began to show itself less than a hundred years ago, and it is really only since the seventies of last century that care for the public health has become a matter of intimate Government concern.

The Rights of Property.

The work done by the various health authorities, central and local, during the last fifty years has been good work, well done, in the face not only of incredulous apathetic inertia but of fierce and militant antagonism promoted by those who regarded any attempt to improve sanitation as a direct attack upon the sacred rights of property.

The result of this enlightened policy has been the practical abolition of nearly all the zymotic diseases, such as typhoid, small-pox, diphtheria and others, which used annually to decimate the community. As against this splendid achievement we have, however, to set failure complete and utter in the case of one zymotic disease, which is, unfortunately, one of the most deadly—namely, influenza. Inasmuch, as the evidence in favour of influenza being a microbic disease is overwhelming, the time cannot be very distant when its true inwardness, and thus the means for its prevention, will be revealed to us.

"Killing" Diseases.

In addition to influenza, there are three other "killing" diseases which continue to defy the hygienist —namely, tuberculosis, syphilis and cancer. The first two are, however, diseases of such rapidly diminishing incidence that in any long forecast they may be classed as negligible.

There remains cancer. On this burning question I would say but one word, which is that the search for a "cure" for cancer resembles the pursuit of the philosopher's stone. You may prevent cancer, and you ought to prevent it, but once the horrible thing is established to talk about a "cure" is an unjustifiable procedure, because it awakens hopes which are unrealisable.

Apart from sanitation and the cultivation of general health measures, such as fresh air, sunshine and rational diet, man is now living longer because he has become more adaptable.

Noisy Innovations.

Until the advent of the railway the conditions of his existence had altered scarcely at all since the Dark Ages. With the industrial revolution came the necessity for him to adapt himself to fresh and unaccustomed conditions, which stimulated his powers in various directions. Most of these innovations are hatefully noisy and inartistic, but compensation is to be found in the fact that, like pike in the fish-pond, they keep us alive and alert, if only by cursing their unpleasantness.

We like to think that the motor-car, the airplane and the road-drill wear us out, and that we fail to reach the allotted span largely because of these nuisances. That is not true: what kills us prematurely is the fur-lined basket by the fireside.

Had we remained content with archery, with the pony chaise and crinoline, we should have gone on dying at 50 years of age instead of living till 80.

Ability to tolerate the road-drill may be credited not only with a survival value but with an educative and strengthening influence on our nervous systems. We certainly hear less about "nerves" and "vapours" than we used to do.

(*Continued on Page* 11.)

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ENGINEERING AND BUILDING

REDUCING VALVES IN THE CONTROL OF STEAM PRESSURES.

MEETING LOW PRESSURE STEAM REQUIREMENTS FROM HIGH PRESSURE SOURCE.

APPLICATION OF THE RELAY PRINCIPLE.

It is a commonplace in modern engineering that the trend in steam practice is towards higher steam pressure and temperatures. In fact, large economies are already being effected by the application of these conditions in power stations of much greater capacity than those formerly in use. These higher pressures and temperatures are by no means freak conditions. The progress is too definite to be regarded now as even novel.

There are, however, numerous other requirements of steam in which distinctly lower pressures are required. These include the numerous operations covered by the term "process work," which marks many industrial operations—the numerous operations attached to the chemical manufactures for evaporation, and for general heating, in addition to power purposes, in which it is impossible to utilise the steam in those exceptional conditions which now mark turbine practice.

Combined Plant.

To meet these differing needs it has formerly been the practice to generate high-pressure steam in one boiler or battery of boilers, while low-pressure boilers have been installed and run independently for the more general usages of steam. It has, however, been frequently pointed out that this dual production of steam is not the most economical proposition, and that where steam is required for both purposes on any large scale, considerable economies stand to be effected by the generation of high-pressure steam which is first utilised in a turbine from which, after some expansion, it can be extracted and then applied to purposes requiring relatively low pressures.

The principle has been considerably adopted in bleeder or extraction turbines. On this principle a combined power and heating plant can be run at a distinctly higher overall efficiency than if both these purposes were served by separate boilers. In fact, in cases in which the low-pressure steam requirements are large, high-pressure steam is first developed, and from it is extracted a part of its power in a high-pressure turbine which exhausts into the general heating system.

In cases it is argued that such electric power may be produced, after making due allowance for the heat recovered in the process work, at an exceptionally low figure.

Reducing the Steam Pressure

Seldom will it happen that the amount of low-pressure steam is exactly that available from the steam which has passed through the turbine for the production of power. Additional steam will frequently be required, and this can be forthcoming by the application of a reducing valve on to the high-pressure system. Briefly, this is a device by means of which steam at the required low pressure can be uniformly supplied from the high-pressure system and maintained at practically unvarying pressure in spite of variations of the high-pressure of production.

The system has long been in use. Briefly, it comprises a main valve, the control of which is effected by means of a diaphragm and spring. The main valve is operated so that if the low-pressure steam builds up, thereby increasing the pressure, the valve closes, it being ordinarily kept open by the action of the spring or an equivalent mechanical device.

Essential Requirements.

For such a reduction valve a number of essential requirements will become obvious. It will be required to maintain a constant pressure on the low-pressure side quite independently of the high-pressure, so that large fluctuations in the latter will not affect the former. Further, it should be capable of operation over large ranges of reductions of pressure and also be capable of adjustment for definite ranges.

As a reducing valve functions by reason of difference of pressure, such a device should be sensitive to small differences. Moreover, it should be sufficiently sensitive to maintain the low pressure to within say one pound or in some cases even a few ounces. The whole reduction of pressure should be realisable in a single stage and go down to atmospheric pressure or even below.

Such low pressures are usually dealt with by means of large diaphragms, but these are not possible with pressures greater than 15lb. per square inch.

By such means the low-pressure steam is automatically maintained. Thus with a steam pressure of 200lb. per square inch, the low pressure might be set at 50, this latter figure remaining constant for any diminution of high-pressure down to the 50lb., at which the valve delivers steam at boiler pressure, and at any lower pressure which may be attained. But with the increase of boiler pressure the low pressure will first revert to the figure at which it was originally set, and, with increasing boiler pressure, still remain constant. Automatic pressure control is thus achieved.

The applications of these reducing valves are numerous. For many years in marine work boiler pressures commonly exceeded that required by the steam unit, and the necessary reduction was effected by valves of this type, thus maintaining constant speed even with variations of steam pressure. By applying them at some distance from the engine a small reservoir of low-pressure steam became available, avoiding the possibility of the valve feeling the pulsations of the engine.

Relay Reducing Valves.

In recent times there has arisen the need for the application of reducing valves in connection with high-pressure and temperature steam. These arduous and exacting conditions impose special requirements which can only be met by the application of the highest class of workmanship, and, therefore, both in design and production, reducing valves have been brought to a remarkably high state of perfection.

In addition, owing to the particularly severe conditions of modern steam practice it has been found necessary and possible, by the adoption of the relay principle, to separate the controlling mechanism from the main steam valve. Reducing valves of this type are now available and meet many demands and conditions which were not readily catered for in the more original types of valves.

The whole mechanism conveniently divides itself into two parts. There is the relay mechanism, which can be placed in any convenient position for necessor inspection and even enclosed to keep it free from dirt while it operates the main steam valve by means of chains passing over guide pulleys.

The main steam valve is of the single balanced type. When closed the valve is kept down upon its seating by the full force of the high-pressure steam. This valve is operated from the relay through a lever which is weighted so that it can be set to any required pressure on the low-pressure side. When shut the valve is kept very tight, and "banking-up" is prevented.

In operation the first movement of the lever opens a pilot valve in the main steam valve bringing the latter into equilibrium, subsequent to which further movement of the lever raises the main steam valve without appreciable effort.

Simple Construction.

The relay mechanism comprises a double-acting piston, mounted in a cylinder above a weighted lever, which rests on knife edges on a diaphragm. The whole is of simple construction, with few wearing parts and these readily accessible. The reduced pressure has access to the underside of the diaphragm. Variations of the reduced pressure are transmitted to an accurately made and almost frictionless pilot valve, which controls the relay piston by the admission of water pressure to one end, the other being open to exhaust. The piston is thus moved in a direction which, when transmitted to the main valve, effects the required constancy of the low pressure.

The variation of the reduced pressure is effected by a movable weight on the diaphragm lever.

The system admits of very fine control of about 1lb, and this figure can be reduced to as low as a few ounces. Further, this reduced pressure may be within a pound or so of the boiler pressure if desired.

Where both high and low pressure boilers are installed the relay reducing valve is serviceable for passing over to the low pressure system any surplus steam generated by the high-pressure boiler. Under such circumstances the relay valve is set to operate at about 2lb per square inch below the blowing-off pressure of the high-pressure boiler. The low-pressure boilers can then be steadily fired to keep the reducing valve open, so that there will be no occasion to resort to the uneconomical procedure of increasing the firing of the low-pressure boilers.

By this separation of the relay mechanism there is gained the advantage that with superheated steam the controlling mechanism is altogether away from the steam, and the principle is capable of a very wide range of application. Thus with a large diaphragm the full travel of the relay can be effected for a change of pressure of a few ounces, while by the substitution of a piston for the diaphragm hydraulic pressures up to 300 lbs. per square inch can be controlled.

BLOCK DWELLINGS FOR WORKERS.

THE QUESTION OF HEIGHT.

The proposal to limit the height of flats in Manchester suburbs to three storeys will certainly cause much surprise to all who have been studying the more recent attempts to solve the housing problem in industrial centres not only in Britain but on the Continent.

There is, of course, much to be said in favour of the policy, adopted since the war by every progressive housing authority, of building cottage estates, mainly consisting of semi-detached dwellings with separate gardens, on the outskirts of our large towns. This policy is being continued in so far as it meets the needs of those who are able to live some distance from their work, although most students of housing are of the opinion that the provision of towns like Letchworth or Welwyn, in which it is possible to walk from home to factory, is in every way more desirable.

But a large section of the community, which at present lives in unhealthy and overcrowded conditions, cannot live miles away from its daily work, nor is it possible to find sufficient land in our congested cities on which to build separate cottages sufficient to accommodate all those who ought to be removed from insanitary areas. If land has to be purchased at £25,000 an acre—a figure by no means unusual in Central London—the erection of cottages means either impossible rents or impossible losses.

(*Continued on next Column.*)

Accordingly the London County Council in 1929, after a comprehensive review of their housing needs, deliberately embarked on a policy of building block dwellings, generally of a height of five storeys, especially to accommodate those workers who must live near their places of employment. The sum of £500,000 was voted for the acquisition of sites, and several blocks are already completed and occupied by contented tenants. The flats rank for subsidy under the Wheatley Act of 1924. Each is normally provided with a fixed bath in a separate room and with a scullery or kitchenette in addition to a living-room and bed-rooms. The height of the central portion of flats at St. Pancras is six storeys, and the whole estate at Ossulston Street has vary heights of four, five, and six storeys, providing in all, when completed, 1,514 rooms. These buildings are supposed to be the answer to the demand for flats on the Viennese model in London, and it is generally agreed that both lay-out and planning are excellent.

London and Continental Practice.

This is only one of some eight estates recently completed of new block dwellings, generally with a height of five storeys. A typical example is Broxholme House, Fulham, which has the ground floor devoted to lock-up shops, the first and second floors to flats, and the third and fourth floors to two-storey maisonetts. In the roof, where all the heat gathers from the flues, are drying lofts for domestic washing. On the Oliver Goldsmith Estate in Camberwell there are five-storey buildings, with a garden, for it must be noted that by building higher space can be easily allocated to the provision of gardens and recreation grounds. The planning of all these flats, especially as regards the internal arrangements, is decidedly higher in standard than can be found usually on the Continent. In Stockholm flats of six ad seven storeys have been erected by local co-operative societies. In Copenhagen 60 per cent. of the new accommodation built since the war is at least five storeys in height. In Germany, France, and Holland (Amsterdam) high flats are the type of working-class dwelling most favoured by public utility societies. But it should be noted that in Germany there is control over planning, such as may well be provided in Britain under the new Town and Country Planning Bill. Thus, in Cologne, the local town-planning scheme allows buildings of varying heights in various zones. Five-storey blocks are only allowed in zones where they will not interfere with light and traffic. Possibly the Manchester Town-planning Committee may endeavour to solve local problems in a similar manner.

In London the sites have been carefully chosen with a view to light, air, and transport facilities. The demand for central flats is considerable. Many who have been living on outlying estates like Becontree or Watling have found the fatigue and expense of the daily journey to and from work to be so great that they have returned to central areas, further congesting homes already overcrowded. Accordingly, the new London County Council that was elected last month is steadily pursuing the policy started in 1929 of erecting block dwellings of five storeys, partly to house those who have to start their daily work at a very early hour, and partly to accommodate those who will be displaced by the clearance of slums under the 1930 Act.

Experience has shown, however, that the tenants of these high block dwellings must be carefully chosen. They are selected primarily from applicants from the central areas who are obliged to reside in reasonable proximity to their places of employment. The rents still remain too high for the pockets of the poorest and most necessitous cases. The actual cost of constructing a building of five storeys is, of course, high per room, but this method is more economical when the high cost of land is taken into consideration. The architectural staff, too, have gained much from past experience, and the latest London tenement dwellings, for which Mr. Minton Taylor is responsible, under the direction of the chief architect, Mr. Topham Forrest, compare very favourably as regards amenities, healthy conditions, and economical planning with any post-war working-class flats erected either in the United States or on the Continent.

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ENGINEERING & BUILDING

SPONTANEOUS COMBUSTION OF COAL.

A paper recently published by the Safety in Mines Research Board gives the results of investigations which have been made in connection with the spontaneous combustion of coal, a subject of much importance to mining engineers and the coal industry in general. The paper is divided into two parts, the first containing a brief summary of previous work and the second describing new investigations carried out over a period of 17 months by the authors, on behalf of the Board.

The spontaneous combustion of coal appears to proceed in two stages; in the first, slow oxidation takes place which under certain conditions may raise the temperature sufficiently for the second stage to develop, in which smouldering or low temperature combustion occurs. It has been observed that accumulations if fusain, or coal dust containing fusain, possess the property of propagating a zone of combustion until it has permeated the whole mass. At first it was thought the fusain was responsible, but later it was found that under certain conditions every type of coal would propagate a zone of combustion if the particles were below a critical size and the temperature of the coal above a certain value.

In the new investigations, which are dealt with in the second part of the report, it was considered desirable to make a more detailed investigation of the phenomena involved and to include aspects which are likely to have a bearing upon the spontaneous combustion of coal in the gob. The factors studied were: (a) The effect of previous oxidation of the coal upon the propagation of the zone of combustion. (b) The influence of heating the coal in an inert atmosphere. (c) The effect of the oxygen percentage in the atmosphere. (d) The influence of inorganic compounds upon the rate of combustion. (e) Hydrogen cyanide in the gaseous product of combustion. (f) The chemical composition of the oxidation product. Coal for the experiments was selected from four different seams in order to be representative of certain types occurring in the United Kingdom; samples were obtained from thick coal, "slate" section from Warwickshire; top hard from Nottinghamshire; Parkgate from South Yorkshire; and Arley, from Lancashire. In the test to ascertain the time required for combustion to travel over a distance of 10 c.m. the following results were obtained, Warwickshire, thick, 23 minutes; Arley, 24 minutes; top hard, 30 minutes; and Parkgate, 33 minutes, respectively. Redeterminations were made at intervals throughout the investigations and identical results obtained.

To ascertain the influence of previous oxidation of the coal upon the time of propagation, the coal was heated for certain periods in air at temperatures of 100 deg., 150 deg., and 200 deg. C. The result was that propagation developed more slowly, especially in the early stages of oxidation, and finally a state was reached when combustion could not be initiated. Marked differences were shown in the behaviour of the different coals, however, in the increased time and in the duration of oxidation necessary to cause combustion to cease. It was found that pre-heating in nitrogen at 100 deg. to 200 deg. C. increased the time of propagation from 300 deg. to 400 deg. C., the time decreased initially, but prolonged heating in nitrogen causes prolongation of the time required for combustion. The change from an increase to a decrease in time coincides with the temperature at which thermal decomposition of the coal takes place.

As regards the effect of the percentage of oxygen in the atmosphere it was found, as anticipated, that an increase of oxygen above the normal air content resulted in more rapid propagation, but no exact relationship between the rate of combustion and the oxygen percentage could be established. The lowest quantity of oxygen recorded in which the coal would burn, however, was 14 per cent., the amount varying with different coals. Experiments in which small amounts of inorganic substances were added decreased the time of propagation in most cases. Potassium and sodium salts, especially the hydro-

(Continued at foot of next column.)

xides, and in lesser degree the carbonates and iron salts served to decrease the time, whereas ammonium chloride and hydrochloric and sulphuric acids increased the time of propagation. The amount of hydrogen cyanide produced at various temperatures was determined. The maximum amount which could be obtained was 0.1 per cent. by weight of the coal. At temperatures below 300 deg. C. no hydrogen cyanide was found, and with certain coals when the temperature was 450 deg. to 480 deg. C., only traces were detected. The experiments made with reference to the chemical composition of the oxidation product showed that this is constant with any coal, and is not affected by the rate of propagation of combustion.—*Engineering.*

SIAMESE STATE RAILWAY.

DIESEL-ELECTRIC LOCOMOTIVE.

It is not perhaps going too far to say that during the past few years the Diesel-electric locomotive and its sister vehicle the rail car have definitely emerged from the experimental stage, and have proved their utility under the headings of efficiency, running costs and maintenance. In this development, which is, of course, world wide, Messrs. Sulzer Brothers, Winterthur, Switzerland, have played an important part, and it will, therefore, be of interest to refer to a unit of this type, which they have recently completed for use on the Royal State Railways of Siam. This locomotive, which forms one of a batch of six, has an output of 450 brake horse-power, and has just undergone extensive trials in Switzerland. It is intended for operation on a metre-gauge railway, and has an overall length of 44 ft. 6¾ in., with a wheel base of 9 ft. 10 in. Its weight in service is 60 tons, and its adhesive weight 43 tons.

It is carried on two three-axle bogies, each of which has one trailing and two driving axles, the wheel diameters being 30 in. and 36 in., respectively. The frame is made up of deep section longitudinal members, which are adequately braced to support the engine bearers. It is supported on the bogies by spherical centres and side bearings. The body consists of a steel framework, which is covered with sheet metal, the roof over the engine compartment being made removable to facilitate inspection, while for the same reason the fuel and water tanks, silencer and regulating resistances are also placed on the roof. The partitions between the engine compartment and the cabs are of strengthened sheet metal, while the floor of the former is double, so that space is available for housing the cables and piping. The lower floor is of sheet iron and the upper of teak, the arrangement being such that good protection against dirt and moisture are provided, and that access is easy. Both vacuum and air brakes are fitted, while compressed air sanders are provided on all the driving wheels.

The engine has a continuous output of 450 brake horse-power at 700 r.p.m., which represents a maximum speed of 37.5 m.p.h. The tractive effort on a one-hour rating is 9,130 lb. at 12.8 m.p.h., the maximum effort at starting being 20,680 lb. It is of the firm's standard heavy-oil locomotive type, and works on the four-stroke cycle. The eight cylinders, which are fitted with trunk pistons, are cast in two blocks of four, the units being bolted together to form a longitudinal girder. The main frame is of cast steel, and though light, has been designed to ensure adequate rigidity. The connecting rods are of chrome-nickel steel and the pistons, which are uncooled, are of aluminium.

We understand that this locomotive has been subjected to extensive trials on the Rhaetian Railway during which the average fuel consumption was 0.035 lb. per mile. Manœuvring was found to be easy, even on the most difficult section, where gradients of 1 in 37 and curves of 100-m. radius had to be negotiated. A speed of 19 m.p.h. was reached from rest in from 30 sec. to 35 sec.—*Engineering.*

V.C. COLONEL DEAD.

A DEED OF HEROISM AND A COURT-MARTIAL.

Lieut.-Colonel J. Sherwood-Kelly, V.C., died in a Kensington nursing home.

He had been suffering for some time from the after-effects of malaria, contracted during his service in the Far East, and had been in the nursing home for two or three weeks.

Col. Sherwood-Kelly was awarded his V.C. in January, 1918, for conspicuous bravery when commanding a battalion of the Inniskilling Fusiliers in France. Among his acts of bravery was a charge which he led against some pits from which a heavy fire was being directed against his men. He captured the pits, together with five machine guns and 46 prisoners, and killed a large number of the enemy.

A Court-Martial.

In November, 1919, he was tried by court-martial and "severely reprimanded" for contravening the King's Regulations by writing letters to the Press.

He pleaded guilty to what he contended was a purely technical offence. The letters protested against troops which were sent to Russia for defensive purposes being "used for offensive purposes in furtherance of an ambitious plan of campaign."

"I saw British money poured out like water and invaluable British lives sacrificed in backing up . . . a worthless Government, and I became convinced that my duty to my country lay not in helping to forward a mistaken policy, but in exposing it to the British public."

Public excitement was aroused by the letters and questions were asked in the House of Commons.

In Two Campaigns.

Col. Sherwood-Kelly, who was born in 1880, joined the Rhodesian police when he was seventeen. He afterwards served in the South Africa War, and for his bravery was promoted on the field and mentioned in despatches. He had four clasps to his Queen's Medal and two clasps to his King's Medal.

In the Great War he was wounded five times and mentioned five times despatches, and in addition to the V.C. was awarded the C.M.G. and the D.S.O. He later commanded the 2nd Hampshire Regiment in Northern Russia, and it was after his return home that the letters already mentioned were written.

He was an intrepid hunter of big game, a keen horseman and a player of tennis, cricket, Rugby and golf.

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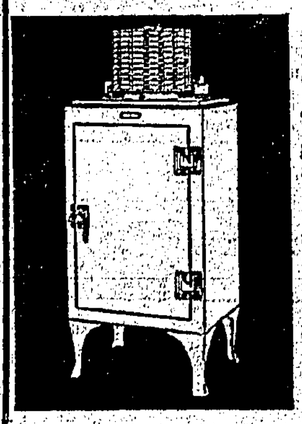
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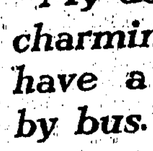
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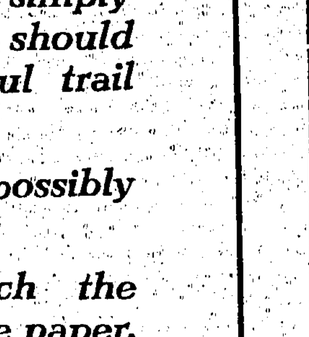
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THE SILVER SCREEN.

KING'S THEATRE.

"MR. LEMON OF ORANGE."

El Brendel, famous Swedish dialect comedian, achieves the ambition of a lifetime in "Mr. Lemon of Orange," the Fox comedy now showing at the King's Theatre, in which he is co-starred with Fifi Dorsay.

All comedians sigh for the forbidden fruit to tragedy. El is no exception. Always he has yearned to play a straight part. Now his suppressed desire has been liberated. He accomplishes his long-sought object in this production in which he plays a double *rôle*.

His "straight part," while not exactly Hamlet, is far from his usual assignments. It is that of "Silent McGee," gangster chieftain, who chews cigars and swallows the juice, and rules the realm of bootleg booze.

Brendel is very much impressed with this *rôle*, so much so that in a recent interview he actually turned serious and discussed the gangster problem from a rather sound point of view, all things considered.

"Most gangsters I ever saw or heard of were sick men," he said. "Mostly they are the products of slums where they were reared in filth and dirt. With one or two exceptions, you never heard of a man in good health turning to crime as a livelihood. The weakling makes the gunman."

But this unnatural solemnity could not last. Next he was grinning. "I rehearsed this gangster *rôle* at home, and practised talking tough and making faces at a mirror. I got so scared of myself a couple of times that I looked under all the beds before I could get to sleep."

Brendel's other *rôle* in the picture is the purely comic one of a toy salesman, whose resemblance to McGee creates amusing complications.

"UP THE RIVER."

When Maurine Watkins created the part of "Dannemora Dan" in her original story for "Up The River," Fox Movietone picture, she never dreamed that the player who was to play the *rôle* would be so well qualified for it. Besides being a burglar of exceptional skill, "Dan" is supposed to be a first-class catcher on the penitentiary baseball team.

Warren Hymer, who portrays the character "Dan," received his baseball education at Yale University. In the more hazardous art of burglary he served his apprenticeship in the Fox Movietone drama "Born Reckless," in which he played the part of "Big Shot."

"Up the River," which opens next Wednesday at the King's Theatre, is a hilarious Fox Movietone comedy, depicting high life behind high walls. Spencer Tracy teams with Hymer to furnish much of the comedy in their *rôles* of two hard-boiled birds who sprout wings and become emissaries of Dan Cupid in the romance between youngsters. Claire Luce and Humphrey Bogart interpret the young lovers, in the large cast which includes William Collier, Joan ("Cherie") Lawes, George MacFarlane, Sharon Lynn, Noel Francis, Goodee Montgomery, Edythe Chapman and dozens of other accomplished troupers.

QUEEN'S THEATRE.

"CIMARRON."

The role of Yancey Cravat in Radio Pictures' dramatization of "Cimarron," showing to-morrow at the Queen's Theatre, is probably Richard Dix's greatest performance.

Wesley Ruggles, the director, believes there is a striking parallel between the Yancey Cravat of Edna Ferber's novel and Richard Dix, the star.

"I am as closely associated with the story as with Dix, as close to Dix as I became to Yancey Cravat through intensive study and analysis of the story," Ruggles says.

"My knowledge of his career leads me to believe that Dix is a breathing counterpart of Yancey. A brief outline of his career will verify this. Yancey is spectacular, vital, charming, brilliant. Under more modern circumstances, Dix was as spectacular in his youth as Yancey was. At school he was a noted athlete and football star. As a boy he was envied by his chums for his knowledge of woodcraft, obtained by numerous excursions into the wilds with his uncle. His career in motion pictures has been spectacular. No star has taken more risks than Dix, who would curl up and wither away at the thought of a double.

"Yancey had the vision of a prophet and was temperamentally unable to become a part of fixed human routine. He had an inner force which often tore him from the comforts of home and love, he was driven by the Columbus-like urge of the pioneer.

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HELPERS THANKED.

The following letter has been received by Mr. A. Morris, Commissioner of the local branch of the St. John Ambulance Brigade:—

DEAR SIR,—Your letter of May 21 with enclosures relating to the work done by members of the Brigade at the accident on the Kowloon-Canton Railway on April 20, 1931, was brought to the notice of the Ambulance Committee of the Order and the Council and Chapter-General, by the Chief Commissioner at its last meeting. Those present learnt with considerable satisfaction of the very valuable services rendered on this occasion by Mr. A. el Arculli and other members of the Kowloon-Canton Railway Division of the St. John Ambulance Brigade Overseas and it was unanimously resolved to recognise these services by the award of votes of thanks on Vellum to the following:—A. el. Arculli, Wan Hau Kong, Chan Pak Ling, Pun Chi Fan and Tsang Chung.

Further communications regarding these votes of thanks will be forwarded to you direct by the Chancery of the Order.

I am instructed by the Chief Commissioner to ask you to convey to those concerned his deep appreciation of their services and the way in which they so worthily upheld the traditions of the Brigade.—Yours faithfully,

(Sd.) A. CAHUSAC.
Chief Secretary.
Ambulance Department.

PICNIC FOR THE BLIND.

AN APPEAL.

The St. Peter's Group of the Victoria Diocesan Missionary Association has in the past four years organised, with the assistance of generous friends, a summer picnic for the girls of the Blind Home, Pokfulam.

The picnic has taken the nature of a motor ride to Shek O, where the girls, generally about 60 in number, are given tea and a small present each.

It has been decided to follow the same plan this year, the picnic to take place on Saturday afternoon, October 17.

The Committee organising the picnic would gratefully welcome the loan of cars, or donations. Offers and gifts should be sent to Mrs. F. E. Booker, "Harbour View," Hospital Road, or to the Rev. L. N. Watkins, St. John's Cathedral.

THE SILVER SCREEN.

CENTRAL THEATRE.

"RESURRECTION."

There are two outstanding features about "Resurrection," showing at the Central Theatre to-day for the first time. The first is the excellent acting of the beautiful Lupe Velez, who co-stars with John Boles and plays the part of the tragic Katusha Maslova, and the second is that the producer, in his desire to make the almost classical novel of Tolstoy conform to Hollywood talkie standards, has succeeded in making a picture that, on the one hand, bears but a remote resemblance to the original story it is supposed to portray, and on the other falls below the very level to which he has tried to lower it.

Those cinema-goers who are familiar with the works of Tolstoy will probably experience, on seeing this film, a similar sensation to that which attacks a lover of music when he or she hears one of the more simple classics played by a jazz band to fox-trot time, for the delectation of dancers.

The one redeeming feature of this film is the acting of Lupe Velez, which, though it has its moments of mediocrity, at times rises to heights that mark her as one of the few emotional actresses now on the films who is likely to gain a reputation for screen portrayals of real artistic merit.

The film is worth seeing for this alone.

"ALOHA."

Among the most charming of Hollywood's hostesses is Martin Douglas, who, in private life, is Mrs. Albert S. Rogell, wife of the man for whom Albert Rogell was named and who is director of the Tiffany special picture "Aloha," which is coming to the Central Theatre shortly.

The Rogells live in a beautiful home in a part of Hollywood that always proves difficult for strangers to find. In fact, you have to negotiate the trip several times before you can get the hang of the course.

To aid their guests, the Rogells have erected on their house a pole on which are three lights, red, green and blue, to act as a guide. So with one eye on three lights ahead and another on traffic lights the visitor.

Marian Douglas plays an interesting *rôle* in her husband's production of "Aloha," the cast of which includes Ben Lyon, Raquel Torres, Robert Edeson, Alan Hale, Thelma Todd, Donald Reed, Al St. John, Marcia Harris, T. Roy Barnes and Robert Ellis.

SMUGGLER SHOT DEAD.

WIDOW'S EVIDENCE AT INQUEST.

The shooting incident in Connaught Road West recently when, following a struggle in the early hours of the morning, a Chinese was shot by a Revenue Officer and subsequently died, was recalled at Central Magistracy yesterday when the inquest into the death was continued.

A verdict of "Death by misadventure" was returned by the jury who pointed out that the first shot fired by the Revenue Officer was unintentional and was caused by a jerk on his arm which he could not have foreseen or avoided.

The widow of the deceased, in the course of her evidence, stated that on the night in question the deceased stayed at home until about 12 midnight. He then left the house, stating that he was going out for a late meal. He returned shortly after 2 a.m. and staggered into the house. He lay down in his bed and gave a cry of pain but immediately signalled his wife to make no noise and to keep quiet. To his wife's questions he gave no answer.

Half an hour later she went up to see if he had gone to sleep and noticed blood-stains on the back of his trousers. "I sat down trembling," said the woman, "and waited for daybreak and also for somebody to come in, but nobody came. Just before daybreak, the principal tenant of the floor came in and advised me to make a report to the police, which I did. When I went there I was referred to the Tung Wah Hospital and I then went there the fokis accompanied me back to the house. After ascertaining the nature of the wound they told me to notify the police."

The woman, in answer to a question put to her by Mr. Murphy of the C.I.D., said that she was of the opinion that the man must have died at about 3 a.m. when he failed to respond on being shaken.

It was explained by an officer from No. 7 Police Station that on the woman's first call she merely stated that her husband died but did not disclose the nature of his injuries.

After the Coroner's summing up the jury returned the verdict indicated above.

QUEEN'S THEATRE

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

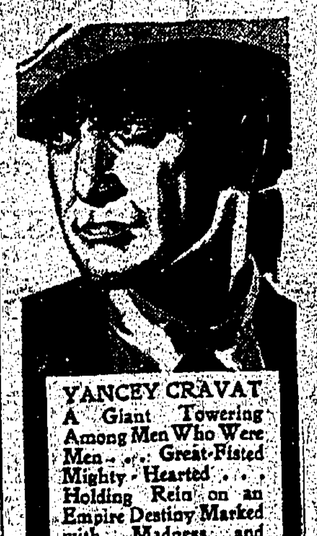
THE LAUGH RIOT OF THE SEASON!
"PARDON US"



with
STAN LAUREL
OLIVER HARDY

—ADDED ATTRACTIONS—
HEARST NEWSREEL
with LOCAL NEWS
TRAVELOGUE
DOGWAY MELODY
WILD FLOWERS

—TO-MORROW—



YANCEY CRAVAT
A Giant Towering Among Men Who Were Men . . . Great-Fisted Mighty-Hearted . . . Holding Rein on an Empire Destiny Marked with Madness and Willed to the Devil!



Radio Picture
RICHARD DIX
IRENE DUNNE

CAPITOL

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20.
GEORGE JESSEL in
LOVE LIVE & Laugh



The Value of Good Neckwear



The general impression of what you wear may well hang on the choice of a suitable tie, for no other one article so controls the effect of your attire.

A good tie adds finish—a poor one merely points to the fact that it is poor.

We shall be happy to show you the fine weaves and designs by which you can recognise neckwear that is really good.

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Men's Wear Specialists.

Alexandra Building, Des Voeux Road.

DAIRY FARM NEWS.

HOT WEATHER *Suggestions*

PRESSED BEEF
90 cts. per lb.

PRESSED TONGUE
$1.75 per lb.

ROAST PORK
$1.85 per lb.

PRESSED PORK
$1.15 per lb.

COOKED HAM
$2.30 per lb.

PORK PIES
30 cts. each.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

The Hong Kong Daily Press

enjoys the confidence of its readers.

¶ ITS READERS ARE OF A TYPE THAT, MORE THAN ANY OTHER, SHOULD BE INCLUDED IN EVERY ADVERTISING CAMPAIGN—that is, those who do the thinking for others as well as for themselves.

THAT IS WORTH CONSIDERING—THINK IT OVER.

MERCHANT OFFICERS' PENSIONS.

PROPOSAL TO MEET LONG-FELT WANT.

CO-OPERATION OF THE SHIPOWNERS NEEDED.

The problem of the provision of an adequate income when remunerative work is no longer possible owing to age, is one which has to be faced by almost all who are employed under a contract of service.

There is a growing and humane tendency in modern industry to regard the obligation as one not to be met entirely by the employee from his own resources, but rather as one to be met jointly by employers and employees. In many cases indeed it is practically impossible for employees themselves to save sufficient of their income to provide for an adequate retiring allowance.

Furthermore, to the young man, the possibility of old age appears to be so remote that extreme difficulty is experienced in saving such money as is available, unless he be under some obligation such as to pay Life Insurance premiums or contributions to a Pension or Provident Fund.

It is submitted that the salaries of Officers in the British Merchant Navy are, in most cases, such as to preclude the possibility of adequate saving from income. This is perhaps most particularly true in service in the Liner Companies where promotion is very slow. It frequently happens that unexpected misfortune sometimes arises at the late period of an Officer's career during which he hoped to save more substantial sums in order to provide for old age. Such unexpected misfortunes include eyesight failure, reduction of staff following upon sale or transfer of fleets, and of course, the professional disaster which often follows serious strandings and the like.

All who are in close touch with the affairs of Captains and Officers in the Merchant Navy are agreed that it is highly desirable that arrangements should be made for the provision of adequate and secure incomes upon retirement for those Officers who have devoted their lives to the service of the sea.

There are, happily, several Shipping Companies which have made such arrangements under various superannuation schemes. It is however a fact that for the majority of ships' Officers, no such provision exists.

The absence of a general Pension Scheme is probably one of the chief causes of the discontent which unfortunately exists in many sections of the Service.

It is submitted that the inauguration of a sound contributory Pension Scheme would have the most satisfactory results not only to the Officer personnel, but also to Shipowners and, to a lesser extent, to Marine Underwriters.

It is further submitted that it would also be greatly to the national advantage if the profession of the Merchant Navy were made as attractive as a career to the experienced Officer, as it undoubtedly is as a calling to adventurous youth.

Advantages Explained.

It is the opinion of the Council of the Officers Federation, that the most satisfactory solution of the problem of providing for income on retirement is the inauguration of a Contributory Pension Scheme to which all Shipowners and their certificated Navigating and Engineer Officers should jointly contribute. Such a scheme as is suggested would eliminate the very unsatisfactory position which arises under non-contributory Pension Schemes in which Captains and Officers, although regarding such Pensions in the light of deferred pay, cannot, in fact, absolutely rely upon receiving such pensions which are granted "solely at the discretion of the Directors."

It has been held in the Courts that even wrongful dismissal does not entitle the officer concerned to any right of compensation for loss of Pension under such noncontributory schemes.

From the Officer's standpoint it is considered that it is manifestly to their advantage to have deducted at source a percentage of their income on the understanding that an equivalent sum is contributed by their employers, — the combined contributions to be devoted to the provision of a pension, claimable as of right.

Every contribution made by an Officer under the suggested contributory Pension Scheme definitely ensures for that Officer a guaranteed Pension at the agreed retiring age, irrespective of subsequent intervals of unemployment during which no contributions are paid, or on transfer from one Company to another.

Experience has proved that although individuals may find difficulty themselves in saving 5 per cent. of their salary, that when such deduction is made at source, the personal budget is so adjusted that the deduction is not felt. The necessary steps would be taken to secure the approval of the Inland Revenue Authorities to the scheme, and contributions paid by Officers would then rank for a rebate of Income Tax under Section 32 of the Income Tax Act, 1918.

The Principles Involved.

It must of course be at once recognised that the provision of a pension is a costly matter. It is perhaps not generally appreciated that the cost of a life pension of £300 a year at 60 is approximately £3,300; if the retiring age be advanced to 65, this cost would be reduced to approximately £2,730.

The fundamental objectives of a Pension Fund are:—

(a) to accumulate, over a period of years, the capital required to produce an agreed pension,

(b) to insure the safe and profitable investment of such accumulated funds and to arrange for the gradual though certain expenditure of pension payments.

Although the problem can be simply described under the above two headings, the actual working of a scheme depends upon the interplay of varying forces among which are fluctuations of the maximum earning power of safely invested funds, and the mortality which might be experienced by members of a Pension Fund.

Outline of the Scheme.

The Council of the Officers' Federation have drafted a proposed contributory Pension Scheme which can be inspected by any federated Officer on application at the Registered Offices of the Federation.

The basis of the scheme is that Shipowners should contribute 5 per cent. of Officers' (deck and engine room) wages to a Central Body, and the Officers should similarly contribute 5 per cent. of their wages. It is suggested that the deduction should be made at source by Government Officials (Shipping Superintendents or Consuls) superintending the "paying-off" of ships.

An Officer leaving the scheme prior to pensionable age would have the option:—

(a) of receiving a return of his own contributions at 2 per cent. compound interest, or

(b) of pension, free of further contribution, for such sum as his own and the employer's contributions have secured to date. If an employee takes his own contributions back with interest, the employer's contributions could be returned to the Central Body for the purpose of discretionary additional benefits, or

(c) of continuing his contributions and securing additional pension in accordance with the tables.

In the event of the death of a contributing Officer his contributions will be payable to his personal representatives with 3 per cent. compound interest.

For Young Officers.

It should be noted that the scheme does not apply to Officers at present reaching retiring age. To provide such pensions would require a very large sum of money. It is thought, however, that if the suggested scheme were introduced under the auspices of a Central Body, able to command a high degree of public confidence, that means could, in more prosperous times, be found to attract by voluntary contributions, a substantial fund able to meet the "accrued liability" in respect of those senior Officers who have now reached retiring age but for whom no pension fund exists on reaching 65.

Under the proposed scheme however, a Senior Officer joining the scheme when 50 years of age, earning a salary of £400 per annum would receive a Pension of £81 6s. 8d. per annum at 65.

The Pension of a Senior Officer who joined the scheme when 60 years of age and whose salary was £400 per annum would only receive the small pension of £21 13s. 4d. per annum at 65.

The scheme will, of course, be of most benefit to those who are able to join it at a comparatively early age.

The Scheme has already been submitted to the Court of the Honourable Company of Master Mariners, and as a result a Joint Committee of that body and the Officers' Federation has been set up to consider these proposals.

It is hoped that it will be possible for a joint submission to be made to the Shipowners' Representative Bodies that the whole subject may be discussed with them, without prejudice, with a view to elaborating a scheme acceptable to all concerned.

If as is fervently hoped will be the case, a scheme is ultimately agreed, details will of course be available to Federated Officers for their further consideration.

MR. PEPYS IN HONG KONG.

5th.—A dull day and little doing, so to the Club betimes for converse with Mr. Creed and the others, whers I learn that France and Italy do withdraw from the Schneider Cup. And this does very well for I perceive far too many good lives have been lost already. Mr. Ashby did suggest that the art of flying had been much forwarded thereby, which in the past be true. But I agree with Sir R. Harpenden, who says that now we require stability and sureness. For to go at one hundred miles per hour for eight hours, day in and day out be of more profit than to fly at four hundred miles an hour to-day and to crash to-morrow. Some doubt there seems to be of the fate of the Nautilus, but all is so obscure that one cannot well decide what the pother is about. And so to dicing for nuncheon at which I win to my great content, and thereafter to sleep. Later with my wife to Deep Water Bay where fewer play golf than I expect.

6th, Lord's Day.—Again to the Club and there read the News Sheets—very dull. The question of a Hockey League arises and I do call to mind the first that ever I play in, when the A team of Volunteers, or Scouts team do win the "Military League," with all their matches won outright. But Lord! what a fight it was with the many teams who do regard hockey as "Soccer with a stick." And it is my recollection of this that gets me against any such League now. But it is sad to think that of that team our two best, Dyer Ball and Brashay are gone from among us, as are Huchison and Bobby Brand, the first two by sickness and the last by drowning. In India, even when Gandhi sets out there is a clash with the Red Flag Union. And how shall we agree with these peoples who do not agree amongst themselves?

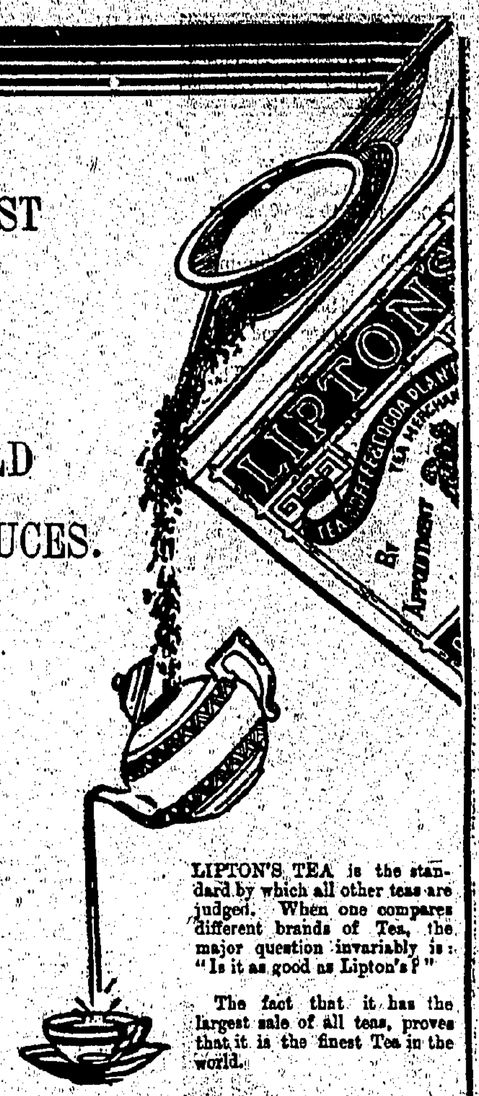
7th.—News that the Nautilus is safe. This day a holiday, but hot and sunny so I to the Club, to find the bar in a sorry state, where they paint it. And much I hope no harm will come to my old friends Bolilios and Evan-Jones for whom I have a great kindness. More riots in Barcelona and the general strike breaks out again. And it seems that they do get their full money's worth for their republic. At home, it seems that not all Labour goes against Mr. MacDonald but rather the executives, or those whose profit it is to have dissension. Talking with my friends who go yesterday to Macao I gather the racing be pretty poor. But what do irk me most of all be that that top-sided Robot Rooslan do win and pay seventeen dollars upon a tally, and I not on him. But I shall not back him in Hong Kong unless it be on a mud-heap.

8th.—Kaye Don wins the first race of the three in the Harmsworth Motor Boat Trophy. New regulations to determine of the sobriety of a car-driver be published by the New York Police, but I doubt not they do not apply to gangsters. To the Club this evening where I find every one talking of the sensation at the University, in a ragging case. And it seems that the Council do close down Lugard Hall for next term. Which do seem to be the most manifest injustice to those members of the Hall who were not in the Colony at the time. And I trust the Court shall rap the Council pretty sharply over the knuckles in this respect. Yet, for those concerned in the rag, one cannot have too much contempt. For I myself, when at Magdalen, do recall taking part in one or two such, but in case of trouble the Dean had but to call for names.

9th.—More talk of the trouble at the University and a letter this evening in the news-sheets which apparently be written by one who did take part. Else how knew the writer that a thumb was bitten, and *that the strangling was the result.* Yet the matter do now seem to be simple. For surely the Authorities do know who were domiciled in the Hall on that night, and they have but to call on them all to produce their thumbs, when they shall be clear. But this thumb-bitting be all very disgraceful and I cannot think the University comes well out of it. News that Kaye Don be upset, and that before this happen Gar Wood do trick him over the line before the gun which disqualifies both altogether so that a slower American boat may win. And if true Kaye Don is to blame that he be not wary of strategy, since his boat be a mile the faster over the course.

(Continued on next Column.)

FINEST TEA THE WORLD PRODUCES.



LIPTON'S TEA is the standard by which all other teas are judged. When one compares different brands of Tea, the major question invariably is: "Is it as good as Lipton's?"

The fact that it has the largest sale of all teas, proves that it is the finest Tea in the world.

WING FAT LOONG

takes pleasure in announcing that they have just received A New Shipment of American Fruits.

FRESH HOME GROWN VEGETABLES

ALWAYS IN STOCK.

Phone your orders to Stall 38, Central Market. Tel. 26312.

10th.—Talking in the Club this day, Mr. Povy do draw our attention to a paragraph about Al Capone's intention to "quit the racket," which obviously be printed before he withdrew his plea of guilty. But we all notice that nothing more hath been done, and it seems Mr. A. Capone hath told the judge he must not try him. I doubt we shall hear no more of it. Mr. Sun Fo meets with an accident owing to his poney crossing its legs, but I am right glad to learn that the injury is but trifling. It is considered that the beast probably was an emissary of Nanking. A message comes that the Nautilus returns to America, after a few days only, and I perceive that all the talk of crossing the Pole under the Ice be but "guffe." News comes that the favourite Cameronian be soundly beat in the Leger and hath a most sad face as the odds betted were but a shade above even money; and I suppose no such upset hath happened since Panther do fail in the 1919 Derby. Yet it do serve the publique right if they will wager so hot upon a doubtful chance.

11th.—It seems we lose the polo match in Shanghai by nine goals to three and I doubt their ponies were too good for us. In swimming we are behind but I think have a contest in hand. But I know but little of the matter and find the scoring of doubtful significance to my mind. I hear the Bank do issue a warning of the $100 note, lest forgeries that are be about may be accepted. But I deal not with so many notes of this size to have much inconvenience of it. But at the forth-coming Race Meeting I will have a care!

CLAIM FOR DAMAGE TO A GRAMOPHONE.

LORRY DRIVER HELD TO BE NEGLIGENT.

Judgment for the plaintiffs with costs was given by the Puisne Judge (Mr. Justice Lindsell) at the Summary Court yesterday in the action in which the Hong Kong Amusements, Ltd., sued the Luen Yick Motor Company for $300 damages in respect of a gramophone which has thrown out of the defendant's lorry in course of transportation to Shaukiwan.

Mr. H. J. Armstrong was for plaintiffs and Mr. H. L. Dennys for the defendants.

In his judgment, his Lordship found that the proximate cause of the gramophone being thrown on to the road was the negligence of the driver, and that the defendants were acting as common carriers.

His Lordship found against defendant on three points: (1) that plaintiffs could not succeed because there was no privity of contract, (2) that if defendants were acting as common carriers (as his Lordship had found they were), their common law liability was displaced by the action of plaintiffs in putting their own employees in charge of the goods carried, it being contended that as defendants were never in possession of the goods they were not liable, and (3) that even if there was negligence on defendants' side there was contributory negligence on the part of plaintiffs by not seeing that the gramophone was properly fixed to the lorry.

His Lordship concluded:—With this contention again I cannot agree. Allowing that further measures might have been taken by plaintiffs for the safe carriage of their property, and leaving aside the question whether defendants' driver ought not, himself, to have taken such measures, I am still satisfied that if the lorry had been properly driven the gramophone would, in the ordinary course of events, have safely reached its destination.

IN MEMORIAM.

KWONGSANG TRAGEDY RECALLED.

IMPRESSIVE SERVICE AT ST. JOHN'S CATHEDRAL.

"Let us thank God for the courage and devotion to duty of the master, Officers and crew of the S.S. "Kwongsang", and for the happy memories that so many of us have of friendship and brotherhood with them and with those others who in company with them passed to the fuller life beyond the veil."

With these simple words the Rev. G. T. Waldegrave invoked the prayers of the large congregation who had gathered in St. John's Cathedral last night at the memorial service to the officers and crew of the s.s. Kwongsang, which foundered in the recent typhoon north of Foochow.

Then, with the congregation kneeling, the minister continued:—

We commend unto thy hands of mercy, most merciful Father, the souls of these our brethren departed. And we beseech thine infinite goodness to give us grace to live in thy fear and love and to die in thy favour, that when the judgement shall come which thou hast committed to thy well-beloved Son, both these our brethren and we may be found acceptable in thy sight. Grant this, O merciful Father, for the sake of Jesus Christ, our only Saviour, Mediator, and Advocate. *Amen.*

Grant, O Lord, that keeping in glad remembrance those who have gone before, who have stood by us and helped us, who have cheered us by their sympathy and strengthened us by their example, we may seize every opportunity of life and rejoice in the promise of a glorious resurrection with them, through Jesus Christ our Lord. *Amen.*

O God, before whose face the generations rise and pass away, the strength of those who labour and suffer, and the repose of the holy and blessed dead, we rejoice in the communion of the Saints. We remember all who have faithfully lived and died to the performance of their duty, especially these our brethren who have been taken from among us. Lift us unto thy light and love; give us at last our portion with those who have trusted in thee and striven in all things to do thy holy will. And unto thy name, with the Church on earth and the Church in Heaven, be all honour and glory, world without end. *Amen.*

"In peril on the Sea."

It was fitting that the last hymn of the service should be that which has been dedicated to those who "go down to the sea in ships."

Eternal Father, strong to save.
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep:
O hear us when we cry to Thee
For those in peril on the sea.

O Christ, Whose voice the waters heard
And hush'd their raging at Thy word,
Who walkedst on the foaming deep,
And calm amid the storm didst sleep;
O hear us when we cry to Thee
For those in peril on the sea.

O Holy Spirit, Who didst brood
Upon the waters dark and rude,
And bid their angry tumult cease,
And give, for wild confusion, peace;
O hear us when we cry to Thee
For those in peril on the sea.

O Trinity of love and power,
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go;
Thus evermore shall rise to Thee
Glad hymns of praise from land and sea.

Those Present.

The service, which throughout was most solemn and impressive, was conducted by the Rev. G. T. Waldegrave, assisted by the Rev. H. V. Koop, the Rev. W. Walton Rogers, and the Rev. A. A. Armstrong.

H. E. the Governor was represented by his A.D.C. Captain T.A. H. Coltman. Others present were Major General J. W. Sandilands, Commodore Walker, R. N., Hon. Commander G. F. Hole, R. N., Pay Commander Grace, R. N., Captain Cameron and Captain L. A. T. Thorp.

Hon. Mr. W. T. Southorn, Hon. Mr. H. T. Creasy, Hon. Mr. E.D. C. Wolfe, Hon. Mr. C. G. Mackie, Hon. Mr. J. J. Paterson, and the Hon. Mr. Taylor.

The Indo-China Company was represented by Mr. and Mrs. W. Sanderson, Mr. Annette, Mr. W. Lawson, Mr. A. C. Wilcox, Capt. S. O. Mitford, (s.s. Fooshing), Capt. Middonway, and Mr. and Mrs. G. N. Nelson.

Included among the mourners was Mr. J. H. Ruttonjee, together with other relatives of Mr. Shroc, who lost his life in the disaster.

Among those present from Messrs. Jardine Matheson and Company

(*Continued at foot of next column.*)

were Mrs. Potter, Mr. and Mrs. A. B. Stewart, Mr. and Mrs. R. Gordon, Mr. A. H. White, Mr. E. F. Aucott, Capt. D. Skinner, Capt. D. R. Kilbee, Mr. N. L. H. Bailton, Mr. A. Murdoch and Mr. Ho Leung (compradore).

Messrs. J. D. Danby, J. Thayer and F. W. James, of Messrs. Butterfield and Swire, were also present.

Other noticed among the congregation were Capt. T. T. Laurensen D.S.C., Mr. M. F. Key (representing the Hong Kong General Chamber of Commerce), Mr. J. H. Little, Mr. G. E. Mitchell and Mr. P. S. Cassidy.

In addition there were large naval parties from warships in harbour.

HAINAN NEWS.

SMUGGLERS AND LEPERS.

[FROM OUR OWN CORRESPONDENT.]

Hoihow, Sept. 9.

On the night of the 2nd instant the Hoihow Customs authorities caught two junks smuggling kerosene into the port. The incident occurred about midnight in a downpour of rain in the region of Paak Sa Moon. The boatmen were completely taken by surprise and make no attempt to get away with the goods. The two junks were of medium size and carried 705 tins of kerosene besides several large boxes of matches and automobile tyres. The following day, both junks and cargo were sold at public auction to the highest bidder, the total proceeds amounting to approximately four thousand taels.

German Scientist Returns to Hoihow.

Dr. H. Stübel, German ethnologist, and his associates, who have spent several weeks in the interior of Hainan, returned safely to Hoihow on the 5th inst. They report a successful expedition. Dr. Stübel regretted that the time was so short, and expressed the hope of making another trip sometime in the future. One whole week was spent in a village in the Paak Sa Tung. These people have scarcely been touched by the outside world and conditions of life are of a most primitive nature. The party succeeded in securing some splendid pictures as well as many typical specimens of objects used by the Loi. With the exception of sunburns and slight infections from leeches the party felt none the worse for the trip.

Leper Home Project Materializes.

As a result of the successful beginning made in the raising of funds for the new Leper Home, a community meeting was held in the Hui Ai Hospital on the 2nd of this month to consider methods of procedure. An administrative board of eleven members was elected to have charge of the work. Col. Chan Tsik and the local Magistrate, Chan Ming Tung, are members of this board. An ideal location for this purpose has been provided by the Government. It is estimated that there are over five hundred lepers in Hainan and it is hoped that in the future the institution will expand sufficiently to include them all. There has been an enthusiastic response on the part of all classes which is a great help in carrying out the work.

POPULAR POLICE OFFICER LEAVING TO-DAY.

"PAT" CONDON INVALIDED OUT OF THE FORCE.

When the P. & O. s.s. Cathay sails for Home to-day, she will take away with her Sergt. P. J. Condon of the Police who is being invalided out of the Force following a long spell of illness. This will be learnt with much regret by the wide circle of friends of "Pat" Condon who in the course of his career as a police officer here has made himself extremely popular. The name of Condon, in fact, is one with which to conjure up all that the Police Force have performed in the realm of sports, for "Pat," is not only a keen boxer but is also an excellent footballer, a cricketer, tennis-player and bowls player.

Mr. Condon, a native of Battersea, joined the Police Force on July 12, 1919, at the age of 23. He secured his First-Aid Badge in August, 1921, in addition to qualifying as a machine gunner and drill instructor and motor-driver. He distinguished himself two years later on the occasion of the Po Hing Fong disaster and during the succeeding strike period, he was commended by H.E. the Governor at the annual Police Inspection. His last station was Yaumati, whence he went into hospital last month on the recurrence of an old trouble.

DEPORTATION CASE.

DECISION AGAINST THE APPLICANT.

APPEAL TO PRIVY COUNCIL INDICATED.

A decision against Sung Man Cho, alleged revolutionary leader against the French Government of Indo-China, whose deportation has been ordered by a stated ship, was given by the Full Court composed of the Chief Justice (Sir Joseph Kemp), and the acting Puisne Judge (Mr. Justice Lindsell) yesterday, when their Lordships hold that the second deportation order must stand.

Mr. F. C. Jenkin, who, together with Mr. A. M. L. Soares (instructed by Mr. F. H. Loseby, of Messrs. Russ and Company) had argued on behalf of the applicant in the lengthy *habeas corpus* proceedings, immediately after the Judgment stated that he had a notice of motion ready for leave to appeal to the Privy Council.

The Judgment.

In the course of a lengthy written judgment, the Chief Justice said:—One ground on which the second deportation order was attacked was that, with certain immaterial exceptions, the Governor in Council has power to make only one deportation order against any person and is *functus officio* when he has made one, and another ground was that there cannot be two deportation orders against the same person in existence at the same time. I do not agree. My reasons are:—

(a) No authority was cited for the propositions.

(b) There can be several writs of execution in force against a person at the same time, and there may be a simultaneous arrest under all. There may also be a concurrent committal warrant. Why may there not be concurrent deportation orders?

(c) The first order in this case was invalid, and a nullity, and the Court had clearly indicated that view before the second order was made.

(d) Section 4b of the Ordinance seems in any case to conclude the question, for I think that "proceedings" there includes "order."

Validity of Second Order.

The second deportation order was also attacked on the ground that the summary order was admittedly made from an extraneous motive, *i.e.*, to supply the place of a long procedure order which was obviously invalid, and that this was an abuse of the power conferred by the sub-section.

The Chief Justice said he did not agree. He thought the motive to the public good that this we must assume, at least until the contrary is proved, that the Governor-in-Council thought it conducive to the public good that this applicant should not remain in the Colony, and the assumption is a very natural one if the Governor-in-Council thought the main charge proved."

The second deportation order was also attacked on the ground that it "was not made at a duly convened or constituted meeting of the Governor-in-Council." The facts were that the Executive Council, in full Council, conditionally advised on August 12 that (i) (c) if the order, under an order should be made under section 3 (2) proved invalid.

Governor the Sole Judge.

The Governor actually made the order on the August 15. This seems to me August 15. This act of the Governor-in-Council is the act of the Governor and not the act of the Executive Council. It is he who makes the order, after taking the advice of the Council, but not necessarily in accordance with that advice.

Referring to other objections to the second deportation order raised by Mr. Jenkin (a) that evidence was improperly admitted and (b) on one piece of misleading and untrue evidence on an important point, the Chief Justice said he thought the first objection failed, but the second object was more serious.

The "questions and answers" erroneously represented that the applicant at first admitted that his name was Nguyen Ai Quoc, but afterwards denied it. It is obvious that this grave mistake *may* have heavily weighted the case against the applicant.

His Lordship thought it could be properly said that that His Excellency the Governor would always be ready to reconsider any deportation order if it were pointed out to him that the evidence previously submitted to him was untrue and misleading on an important point. He need scarcely say that the Governor was the sole judge as to the proper decision on any such reconsideration, should it take place.

Order Not A Sham.

Mr. Jenkin also argued that the deportation order was a sham, in that, under the cloak of deportation, the Executive was attempting to surrender the applicant to the French authorities for an offence of a political character, that even if the deportation was itself valid because such duplicity was not disclosed on its face, the ship orders at least were invalid and masked an illegality, and that the Court could prevent such a misuse of Executive power.

In the present case, said his Lordship, they could not possibly regard the order as a sham as they would require very clear evidence for that purpose. The evidence pointed to the conclusion that a deportation order was a perfectly genuine one, dictated by the policy of the Deportation Ordinance.

Again, there was no evidence that the deportation order, including the ship orders endorsed upon it, was to be used to enable some illegal act to be done. The Governor's powers under Section 6 were clear, "and we are not the judges of how he should use them."

Unlawful custody made Good.

Referring to the Crown's stand on Section 5 of the Deportation Ordinance, by which it was alleged that this section rendered any previous illegal custody legal, his Lordship said that, after anxious thought, he had come to the conclusion that the section did have the effect of converting a previous unlawful custody into a lawful custody upon and from service of a valid deportation order.

Referring to one of two points of practice, his Lordship said he thought it very desirable that officers who had to interview under Section 3 (a), persons who had been detained with a view to deportation, should receive instructions as to their powers and duties under the Ordinance. The need for great care and strict adherence to legal powers in deportation cases was always greater because the tribunal was secret, and much of the proceedings were hidden, even from the accused person.

His Lordship then declared that the order *nisi* addressed to the Superintendent of Prisons would be discharged, and application for order *nisi* addressed to the Inspector General of Police would be refused.

Mr. Justice Lindsell, in a brief written judgment, concurred with the finding of the Chief Justice.

Appeal to Privy Council.

Mr. Jenkin then said he had a notice of motion ready to be filed for an application for leave to appeal to the Privy Council. He pointed out that under the Privy Council rules, if the notice required were given, the earliest date would be Friday, the 18th., but he asked the Attorney General either to waive the notice, or if he did not or could not, then to give an undertaking that Sung Man-cho would not be deported until the motion had been heard, the present order being for next Tuesday.

Mr. Alabaster agreed to waive the notice and their Lordships decided to hear the application this morning at 11.30 so as to dispose of it before the present order expires.

Question of Costs.

Giving a separate judgment on the question of costs as relating to the case of Li Sam, applicant's niece, who was discharged when the court held the order in her case to be bad, the Chief Justice said he did not think they could give costs against the Superintendent of Prisons, even assuming they had power to do so, a point which he wished to reserve. The Puisne Judge Concurred with this decision.

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

Prices yesterday morning were slightly lower than Thursday's, at which there are buyers.

Unions were the medium of sales at $560.

Cantons were in demand at $1,530.

H.K. Fires were wanted at $1,470.

Wharves after sales at $165 and $165½, could have been obtained at $160.

Providents (old) were in demand at $6.20, but sellers were asking $6.40.

Hotels (old), which were done at $17, were in demand at $16½, and there were sellers seeking the former rate. The new shares could have been obtained at $16.40.

Realties, which were disposed of at $17½ and $17.40, had buyers at the first named rate.

Lands changed hands at $91, but at the close there were buyers at this quotation.

Ewos were in request at Tls. 15½.

Trams were wanted at $22½.

Star Ferries, after being reported sales at $95½, had buyers at $95.

China Lights, which were in demand at $29½, could have been bought at $30.

Cements (combined) were wanted at $20.10.

Ropes could have been had at $21½.

China Lights, which were in demand at $26½, and the "A" and "B" shares were also wanted at $23, respectively.

Constructions (cum rights) could have been obtained at $14½, and the rights were wanted at $1.40.

Afternoon Transactions.

At the afternoon session prices were unchanged, with a fair amount of business transacted.

Banks were again in demand at $2,040.

H. K. Fires were in request at $1,475.

Providents (old) were wanted at $6.25.

Hotels (old), after being done at $17, were wanted at this rate at the close.

Ewos were in demand at Tls. 15.30.

Trams changed hands at $22.70.

Electrics could have been placed at $83½.

Cements were in demand at $22.20.

Dairy Farms, were the medium of sales at $33½.

Watsons could have been obtained at $17.

Constructions (cum rights) could have been had at $14.15. The rights were in demand at $1½.

POSEIDON FUND.

LOCAL SUBSCRIBERS THANKED.

Warm expressions of gratitude to all who subscribed to the Poseidon Disaster Fund inaugurated by the Hongkong branch of the Navy League are contained in a resolution passed at a meeting of the Central Committee of the Royal Naval Benevolent Trust, to which the funds were handed for distribution.

The General Secretary of the Trust, in a letter of the Hon. Secretary of the local branch of the Navy League, states:

"I have much pleasure in forwarding to you the following resolution which was carried unanimously at the 29th Meeting of the Central Committee (24th July, 1931) in connexion with the contribution of £2,654 3s. 3d. raised by the Hongkong branch of the Navy League:

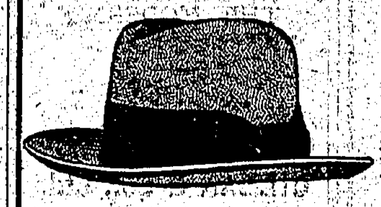
"That the Central Committee of the Royal Naval Benevolent Trust, on behalf of the Petty Officers, Non-Commissioned Officers and Men of His Majesty's Navy, expresses heartfelt gratitude to all who contributed towards the following generous gifts entrusted to it for the benefit of the widows and dependents of ratings who lost their lives when H.M.S. Poseidon was sunk on the 9th June, 1931:—Subscribed by the Hongkong branch of the League, £2,654 3s. 3d.; subscription raised by *North China Daily News*, Shanghai, £3,448 8s. 3d.

"I am requested by my Committee to ask that, if possible, you will convey this resolution and sincere thanks of the Royal Naval Benevolent Trust, as far as possible, to the individual subscribers."

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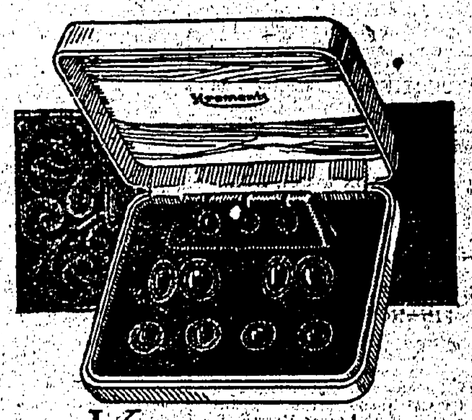
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The Daily Press.

HONG KONG, SEPTEMBER 12, 1931.

THE IMP AND THE BOTTLE.

Our morning contemporary criticises with a warmth, which perhaps explains and excuses a certain lankiness of logic, our defence of the present system of local Government as against any form of municipal authority, either for Victoria or Kowloon. At the outset the accusation is made that we "ignore the principal reason for the Colonial form of Government—which is that the Hong Kong community consists mainly of a subject race, which is not an entity, but part of a great adjoining race." The phrase "subject race," is not ours, and is as unfortunate as it is untrue in its implications. The Chinese in Hong Kong are neither legally nor socially a subject race. They have their representatives on the Legislative Council and the Sanitary Board and among Unofficial Justices of the Peace, in exactly the same manner as the British and Portuguese communities. No one enjoys special privileges under the law, apart from a few harmless concessions to Chinese beliefs and customs. We are all governed by a body of permanent experts, but the constitution is designed to keep these experts in touch with public opinion, and to get advice and help from representative persons. The system is not perfect but it works. We are also fortunate in this Colony in the absence of "colour" problems. Each community has certain institutions for its own members, but our trams and buses, our hotels and restaurants, our sport, and our most popular bathing resort, Repulse Bay, are cosmopolitan. There is now no reserved residential area. We are all subject to the law, but the law is administered by a body of men which is itself cosmopolitan and largely recruited locally. There is no subject race in Hong Kong.

On the other hand, the Government of this Colony, owing to local conditions, has to be entrusted, as a ship must be entrusted, to expert control. Expert opinion must be in a condition to over-rule popular opinion, just as a captain is empowered to ride out a typhoon in the open sea, and not in a constricted harbour, however much his seasick passengers may protest. Our contention that only bureaucratic control keeps this densely crowded population healthy and orderly is met by the delightfully irrelevant remark that a Chinese village is as orderly as any other village in the world. Strange argument! Is a village that is liable to raids from "reds" and "brigands" "orderly"? But apart from such details, is Victoria a village? The problem of maintaining order in a great city is very different from keeping peace in a village. Every great city has its underworld and vast administrative problems do not arise in a village. We all know what dallying with democracy did in Canton. Until Marshal LI TSAI HSIN seized despotic power, decent citizens were the prey of trade unions, and strike pickets; and in the districts brigands and pirates ruled the roost.

Popular clamour is a bad guide, and, we maintain that an elected municipality in this Colony would pay more attention than it should to popular clamour. Either the municipalities would be dummy affairs, in which no one would take much interest, or they would be constantly in conflict with the Legislative Council, and having their schemes over-ruled and intriguing where they could to get their own way.

We referred in our earlier article to popular clamour at the time of the Water Crisis. The people in the rider main districts demanded equality of treatment, says our contemporary plaintively. Of course, they did! But it was the Government's duty, in that time of crisis, to conserve the water supply, not to give "equality of treatment" that would have admittedly brought disaster. Not long ago there was a popular demand for "stabilisation." Expert business opinion was against it. Because there was a suggestion that the experts were interested parties this intensely and intricate and vital question went before an impartial commission. Would our contemporary approve a decision on stabilisation by a show of hands—and whose hands! The problems with which our local Government has to deal are technical, and the true and essential solution often runs counter to the popular wish. These issues cannot be put to the rough and tumble of popular election and municipal debate.

We do not want to start the clamour, the intrigue and the uproar of politics in this Colony. The demand is at present like that of the fabulous imp in the bottle, and our contemporary is doing an unwise thing in suggesting that the cork be removed! If we begin with comparatively tame and innocuous municipal bodies, they may very well develop after the manner of Congress in India. We have no place for popular demagogues, putting their hands on their hearts, declaring their devotion to the under-dog and taking considerations from shady interests. We have not got the men of standing who can leave their private concerns, like an English mayor or the chairman of an important municipal committee, and devote practically all their time to our municipal affairs. The present Legislative Council, the independence of the Courts, the power of public meeting, the newspapers, and the supervision of the Colonial Office, should be sufficient to prevent the Government from going very far wrong. If we had municipal councils we should be delighted with them for a couple of years, and then the problem would be how to get the genie back into his bottle!

JUSTICE A LUXURY!

AVERAGE humanity, from ancient times down to our own, has not ceased to complain of the intricacies of the law and of the unhappy fate of those unwise enough to be caught in its toils. To-day its procedure may be fairer; but it is as complex, as intricate, as professional as ever, and certainly not less costly. The lawyers admit it. In a report prepared for submission to the British Lord Chancellor, the General Council of the Bar, states that "there is some truth in the view that English judicial procedure . . . has become an expensive luxury beyond the means of the majority of the people." What an indictment of justice—it is the same for all, but available only to the rich!

By a coincidence, the Johns Hopkins Institute of Law also submits a report at this time revealing conditions perhaps even more serious in the United States. Averages obtained from 527 civil cases in New York show that about 70 cents out of every dollar awarded in judgments goes to the expense of litigation; that in New York, for instance, after a case is ready for jury trial it requires thirteen months to reach the Municipal Court; from eighteen to twenty-one months to reach the state Supreme Court, and three years in the City Court.

There seems little immediate hope that either the American or the British bar will itself take effective steps to reduce the expense of litigation. Though in England the General Council of the Bar, and in the United States the American Bar Association, have discussed the matter, the stimulus for reform has generally come from outside sources, either legislative or civic. While in one paragraph of the latest British report, for example, the General Council points out that it is not necessary to employ eminent barristers, who charge prodigious fees, in another it suggests that junior counsel shall be paid more!

It does, it is true, indicate various means by which the expenses of litigants might be reduced. But in showing how procedure might be simplified, it enables the reader to see by what ingenious devices procedure has been complicated in the past. Nor does new legislation in England—or, for that matter, in most other countries—reduce the difficulties. On the contrary, it is a matter of constant complaint that new legislation, prepared by experts, makes the law more obscure and increases opportunities of ligitation.

Wise men at all times will seek to "agree with thine adversary quickly"; and where that is not possible, arbitration is the simplest way of settling simple disputes between honest men. But there still remain plenty of cases in which disputants cannot or will not avoid litigation. The only remedy is to press for more simplicity of procedure in the courts and more simplicity and exactness in legislation.

An Oriental Mystery.

I dined last night, writes a London correspondent, on board a Japanese ship a few hours before sailing time with a friend who is now on his way to the East. There is a fascinating daintiness about Japanese ships. Dwarf trees stand in the most unlikely quarters, and flowers are plentiful. In place of the usual bugle or gong for meal times a boy steward parades the ship playing a dulcimer, and the music is all the sweeter as a herald of dinner. Then I suddenly became aware last last night that the steward was playing the authentic "long dress" of the British Army Messes for the dressing warning, while at the actual dinner hour he was playing "Cook-house." The calls had a dainty quality on the dulcimer, and I endeavoured to ascertain from the grining youngster where he had learned them. His English, however, would not stand up to the strain, but I gathered that the stewards are allowed to play anything they like as they walk round the ship. Now where could a Jap boy of fifteen or so have learned British Army "grub calls"?

★ News and Views ★

The Hansom Club.

How many hansoms are there left in London? I was told the other day that there are precisely five and that they are all doing well writes "Londoner." The reason of their prosperity is that some years ago a number of people banded themselves into a sort of informal club, the members of which were pledged never to take any other form of conveyance when a hansom was available. I may add that I have long been a member of that club without knowing it. After all, in modern traffic conditions, it involves no great sacrifice of time.

Slave-value Test.

Mr. Justice McCardie used bitter and unpleasant words when he told a jury that, in assessing damages for an aggrieved husband, they must estimate the wife's value as though she had been a slave. Bitter and unpleasant—but they express the state of the law. Since the culpability of the co-respondent may not be taken into account, there seems to be no other way of arriving at a figure. The husband has been deprived of a more or less valuable possession, and its precise value is all that matters. One might remark that strong words from the Bench have before now resulted in a change of the law.

Britannia's Success.

Many others besides yachtsmen will give to the King's yacht Britannia the palm for the finest performance of the year. This old cutter was launched 38 years ago. This year, with her old gaff rig changed for the modern triangular Bermuda mainsail, she has actually beaten on several occasions the last word in modern yacht design—Sir Thomas Lipton's Shamrock V., which was built to fight for the America's Cup last year. What has surprised yachting men most of all is that, with her new rig, Britannia has not only been better than ever in strong weather, in which she has always performed well, but has also excelled in light breezes, in which she has given Shamrock at least one sound beating.

A Shocking Story.

Now that the Victorian Exhibition, which was held in London, is over it is possible to disclose an acute ethical problem with which the organisers were faced. In the best bedroom the wax figure of a woman had, for greater realism, been placed in the bed. A man, chastely attired in a dressing gown, stood by the washstand. On the day of the private view it was discovered that the woman had no wedding ring. This post-Victorian omission destroyed the sense of period. A ring was immediately obtained. Unfortunately, however, the waxen fingers of the woman were welded impenetrably together. The effigy resisted marriage. The organisers were in despair. There was only one solution possible. Reluctantly but firmly they removed the man.

Waking Hours.

The Hospitals Year Book, which has just been published contains some interesting particulars on the vexed question of waking patients at dawn. It seems that a majority of hospitals still wake their patients at 5 a.m. There may be some sound reason for this inhuman practice, but no-one has as yet seen any reason advanced other than that of the convenience of the hospital staff. Some hospitals defend the practice by stating that most patients have a habit of early rising, and would feel lonely if left unattended till 7 a.m. But what have the patients to say to this argument? They remain inarticulate.

Homage to Byron.

M. Venizelos is a remarkable man. Not only did he travel all the way from Athens to Nottingham in order to render homage to Byron, but he delivered three speeches in English—a language with which he is not oratorically familiar. One incident in the afternoon's proceedings was unexpected and, as such, not rightly appreciated. M. Venizelos had laid a wreath upon Byron's vault at Hucknall Torkard. The Cypriot Nationalists had done the same. And in the afternoon came the train from London, and with it the Mayor of Missolonghi bearing vast laurels from that distant swamp. The Vicar of Hucknall, who received the party with every courtesy, could scarcely conceal his dismay at the size of this tribute. "Very nice," he murmured in perplexity, "very nice indeed." Yet it was clear the while that his mind was preoccupied by the thought of how, on Sunday, he could circumnavigate the greenery which encumbered his chancel steps.—How Byron himself would have laughed!

A Little Learning.

Sir Herbert Tree used to relate this as one of his favourite stories. There were two Jewish drapers who had shops next to each other in the East End, and who were always seeking to out-advertise each other. Nearly every day would see a new, extravagant, flamboyant sign outside one of the two shops. At last one of them, who was finding himself being beaten, wrote off to his young son who was being educated at a boarding school for some foreign quotation which would utterly confound his successful rival. The boy, whose knowledge of languages, ancient or modern, was extremely small, fearing to disappoint his father suggested that he should use the tag "Mens sana in corpore sano." This was shown in a shrieking streamer across the whole front of his proud father's shop. For two days there was no reply from the opposition, but the following morning, was seen an even larger sign in larger and more hideous letters across the other shop. "Mens and Womens sana in corpore sano."

Long Sermons.

The long and short sermon controversy seems to have spread to America. At least the writer has come across a Wisconsin parson who believes in long sermons, and who is so cocksure of his eloquence that he offers five dollars to anyone who can sleep while he preaches.

Wesley had another system. Noting once that several members of his congregation were slumbering he shouted out "Fire!"

The sleepers awoke and, thoroughly alarmed, filled the church with cries of "Where?"

"In hell for those who sleep in church," replied Wesley sternly.

Treasury Bench Tempers.

Mr. Wedgwood Benn appears to be basing his front bench style on that of Mr. Snowden, and at the same time going one better—or worse—in the sharpness of his retorts.

Mr. Benn, however, has this contrast with the Chancellor, that his outbursts subside as suddenly as they arise. But his popularity with the Socialists and with his former Liberal friends is not strong enough to stand any unnecessary strain.

The Secretary for India is not alone in betraying signs of the worries of office. Mr. Tom Shaw is easily roused, and shows it by sharp answers. The Prime Minister's annoyance betrays itself in a heavy politeness, and Mr. Arthur Henderson's in a ponderous sarcasm.

Nudism in England.

"I watch with intense amusement," writes "Londoner," "the proselytising fervour of our nudists. It looks as if we should be able to extract much quiet fun both from the nudists and the sort of opposition they provoke. In Germany, where the movement has obtained a firm hold, nudism is regarded as next to godliness. In France, where it has obtained no hold at all, it is banned as an *outrage aux moeurs*. What, in our ill-considered island, will be its effect? I should imagine that as a race we were far too self-conscious to adopt this peculiar form of uplift. A few vegetarians, anti-vaccinationists, and morris-dancers may perhaps expose their bodies to the winds of an English August. But only very few.

Moon *v.* Earth and Others.

The moon is again in trouble for failing to keep to exact time schedule in its monthly perambulations around the earth. The joke of it is that, when indicted for similar irregularities in 1926, it was acquitted on a majority verdict. The chief expert witness, Professor E. W. Brown, of Yale University, contended that the alleged irregularities were in fact attributable to a certain lack of sobriety in the rotation of the earth. It was further pointed out that, owing to its distance, the moon was in a strong position to resist judgment; and that in view of the possibility of the moon ultimately colliding with the earth, it would be unwise to provoke further enmity between the two parties to the action. Judgment was therefore entered as stated, their lordships pointing out that in a Scottish court the verdict would have been "Not Proven."

★ Local Notes and Events ★

The forthcoming wedding is announced of Bernard Joseph Murray, Kowloon Hotel, to Julia Marguerite Weigle, 11, Cameron Road.

The first dance of the season will be given by the Naval and Military Y.M.C.A. (Cheero Club) in the City Hall on Monday, October 19, at 8.30 p.m.

In the Dockyard Recreation Club on Thursday, Mr. Kerman was presented with a handsome tortoise-shell dressing set from the staff. Mr. W. Bickford presided. Mr. Kerman is proceeding Home to Chatham Yard.

His many friends and patients in Singapore will learn with regret that Dr. Arthur Weerekoon, who recently arrived here from Java, is lying seriously ill at his residence in Bonham Road. His physicians have advised his early removal to a sanitorium.

In the course of a domestic quarrel on Thursday a husband took a chopper and assaulted his wife at their home at 303, Reclamation Street. The man disappeared before the arrival of the police. The woman received a gash on her head and was removed to the Kwong Wah Hospital for treatment.

The monthly report of the Hong Kong Broadcasting Committee for August shows that the actual hours of transmission totalled 245.50 of which 139.75 were devoted to European programmes and 105.75 to Chinese programmes. The monthly percentages were European, 56.95; Chinese, 43.05. New Licences issued during August totalled 50.

Two cases (Chinese) of typhoid fever were reported on Thursday.

Summoned for driving his car in a manner dangerous to the public, a Chinese driver was fined $20 by Mr. Schofield at Central Magistracy yesterday. Traffic-Sergeant Baker stated that he was riding his solo motor-cycle along Des Vœux Road West, when at the junction of Hillier Street, a Chinese drove a car across the road without sounding the horn. The Sergeant added that a collision was avoided as both vehicles pulled up quickly.

When two summonses against Kwok Lum Sheung, a student from Canton, for driving in a controlled area with a learner's licence, and dangerous driving, were mentioned before Mr. Schofield this morning, a representative appeared on behalf of the defendant and pleaded guilty. After evidence was given by Traffic Inspector Alexander regarding the dangerous way in which the car was handled, fines totalling $37 were imposed.

From the Files.

Looking Back 25 Years.

This gem is from the *Globe*. "A Hong Kong, it is believed, that, despite the official assurances given by the Wai-wu-pu, an intrigue for the removal of Sir Robert Hart is actively on foot. Virtually, indeed, his powers are already abrogated to a very considerable degree by the appointment of a couple of mandarins as his colleagues. In all disputes, these interlopers will act together against the Inspector-General until a sense of outraged personal dignity influences him to hand in his resignation." The statements are correct except that nothing of the sort is believed at Hong Kong; that no intrigue is necessary to obtain Sir Robert's resignation, and that the two mandarins were not appointed as "his colleagues." The "interlopers" were supposed rather to be a sort of sub-committee of the Wai-wu-pu and the object of their appointment was mainly official squeeze. So long as Sir Robert Hart doesn't object to their big salaries, they will probably leave him a free hand.—*Hong Kong Daily Press*, September 11, 1906.

Looking Back 50 Years.

The election of the new member for Macao in the Lisbon Parliament will take place on Sunday, the 18th inst, at 9 a.m. There are two candidates, Senhor Scarnichia (the actual member) and Dr. Lucio Augusto da Silva. They are both highly esteemed in Macao. Senhor Scarnichia for his long residence,

(*Continued on previous Column.*)

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A. S. WATSON & CO., LIMITED.

THE Undermentioned Certificate for 50 Shares in this Company, registered in the Name of KWOK SIN HING, has been declared LOST. If at the expiration of One Month from the Date hereof the following Share Certificate be not produced to the Company, namely, Certificate for 50 Shares No. 20,191 to 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company and thereafter NO OTHER will be recognised.

A. S. WATSON & CO., LTD.

Hong Kong, 3rd Sept., 1931. [1147

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificate for 100 Old Shares in this Company registered in the Name of Mrs. E. S. ANDREWS has been LOST or DESTROYED, and should this Certificate not be produced to the Company before the 23RD SEPTEMBER, 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 5161 will thereafter be treated by this Company as NULL & VOID.

Certificate No. 5161 dated 7th SEPTEMBER, 1904, for 100 Shares Nos. 78801/78900.

JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, 24th Aug., 1931. [1090

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas Modern Constructions with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

SUPPLEMENTARY BUDGET PROPOSALS.

LARGE ECONOMIES ESSENTIAL: HEAVY INCREASES IN TAXATION NECESSARY.

UNEMPLOYMENT DOLE CUT BY TEN PER CENT.

In the House of Commons on Thursday afternoon the Chancellor of the Exchequer, Mr. Philip Snowden, opened the supplementary budget, embodying the proposals of the National Government for dealing with the financial emergency. The floor and galleries of the House were crowded when Mr. Snowden rose to perform, what he described as, "One of the most disagreeable tasks which had ever fallen to his lot."

The new taxes include: 6d. on the Income Tax (making it 5/- in the £1), 1d. per pint on beer, 8d. per lb. on tobacco, and a higher scale of Entertainment Tax.

PRIME MINISTER MOVES SECOND READING OF ECONOMY BILL.

The Prime Minister in moving the second reading of the National Economy Bill in the House of Commons, this morning, said, the general policy of the Government had received the sanction of the House and they were now setting their hands to details. Emergency had been allayed for the time being, but the financial position was to be made sound as well as the Budget balanced. While new resources were being put into the Treasury, economy must also be made effective and the Bill before the House giving Government the power to issue the necessary Orders in Council constituted a procedure as drastic as the savings which were being effected. The schedule in the Bill dealt with departments which would be affected by these Orders in Council. Figures of the scheme worked out as follows: Seventy million pounds had to be found by economies; eighty millions by taxation, of which fifty-seven millions, considerably more than half, had to be found by direct taxation and twenty millions was the provision made as regarded the sinking fund. Then in the background, not estimated as yet, was to be the conversion scheme which will be launched at the very earliest opportunity, which would effect conosiderable savings.

EX-MINISTERS' RESPONSIBILITIES.

Continuing, the Premier said that when the new Government came in they were greatly aided by work done by their predecessors, who had proposed a cut, not of seventy million pounds, but of fifty-six millions. He understood the Opposition intended to fight the present Government's programme right through, but he must emphasize they were carrying through the policy which had actually been begun by the previous Government, before their resignation.

The Premier concluded by saying that ex-Ministers, now in Opposition, could not remain free of the responsibility for a large proportion of the drastic cuts which had been introduced, and proceeded to deal in detail with departmental economies.

He said he would never have proposed the procedure of Orders in Council if speed had not been most imperative to deal with the situation.

He also informed the House that the Cardington airship station and mooring-masts at various parts of the Empire would be placed on a care maintenance basis, and that the sole British airship R.100 would be disposed of.

TRIMMINGS NOT NECESSITIES OF LIFE!

[REUTER AND BRITISH WIRELESS.]

RUGBY, Sept. 11.

The *Times* says an immense and impressive task has been achieved by the Government and achieved honestly, without recourse to trick devices. It is an achievement that Britain is determined to pay her way by living within her means. The *Times* contends that an infinitesimal share of direct taxation is borne in fact by labour, and, except for direct taxation, the new burdens are limited to beer, entertainments and tobacco—trimmings not necessities of life!

Help to industry given by enlarging allowances made for depreciation and obsolescence of plant and machinery is also welcomed by the *Times*.

The Opposition organ, the *Daily Herald*, declares that Britain remains to-day one of the richest nations in the World and its budgetary position compares favourably with that of other nations. Government's plans, it says, are based on a fundamentally false assumption that there must be direct reductions in the standard of the life of the mass of the people in the country. The budget could, and should, have been balanced by other methods than those proposed ostensibly to rescue the pound sterling from jeopardy in which it had been placed by the misjudgment of financiers responsible to nobody but themselves.

The *Daily News and Chronicle* says the burdens which had to be shouldered seem fairly and evenly distributed, while the *Daily Telegraph* (Conservative) describes the budget as a courageous facing of the financial crisis and its acceptance by taxpayers will give proof of an honourable resolution that must impress the world profoundly.

The Government have appointed a committee of three experts to immediately examine the suggestion of the prohibition of luxury imports, made in last night's debate by Mr. Runciman, Liberal ex-Minister.

The stock exchange as a whole to-day reacted favourably to the budget and British funds recorded appreciable advances.

Mr. Snowden's Disagreeable Task.

LONDON, Sept. 10.

Never had the House of Commons been more crowded for a Budget Speech than when the Speaker took the chair this afternoon. All the public galleries were full to their utmost capacity.

Some of the members of the Government bloc had to sit on the steps of the gangways. Others were happy to stand.

A cordial welcome was extended by Ministerialists to the Chancellor of the Exchequer, Mr. Philip Snowden, when he entered the House—a repetition of the cordial reception given him by the crowds assembled in the streets to watch his arrival.

Chancellor's Speech.

The Chancellor, at the outset of his speech, said he was about to discharge one of the most disagreeable tasks that had ever fallen to his lot. Regrettable cuts in expenditure would have to be made in many directions.

Unfolding the programme of the Government, he said that the deficit on this year's Budget was estimated at £74,000,000. The deficit on next year's Budget was estimated at £170,000.

The total amount secured by savings that year would be £22,000,000 and the gross savings next would be £70,000,000.

The sinking fund provision would be reduced from £60,000,000 to £32,500,000, which would be sufficient to meet the Government's obligations.

(Continued on next Column.)

Additional taxation was required this year to produce a sum of £39,000,000. Next year, the additional sum required by new taxation would be £80,000,000, of which the greater part in both cases, must be borne by direct taxation.

The standard rate of income tax would be increased by sixpence to five shillings in the pound.

Relief for Industry.

Industry would receive some compensation for this income tax increase by relief of roughly the same amount by a special increase of the existing allowance for depreciation of plant. The bulk of this relief would go to the basic industries of the country, and it is hoped will encourage the replacement of old plant.

A single man's income tax exemption of £135 will be reduced to £100.

Exemptions Reduced.

A married man's exemption will be reduced from £225 to £150. Children's allowances will be reduced for the first child from £60 to £50, and other children, from £50 to £40.

The income tax proportion which will pay half the standard rate will be £175 instead of £250, but the deduction hitherto allowed of one-sixth of earned income on a maximum of £250, will be altered to one-fifth on a maximum of £300.

The surtax yield will be increased by ten per cent.

The total income tax and surtax increases will be £29,000,000 this year, and £57,500,000 in a full year. This comprises all the direct taxation.

Beer and Tobacco Taxes up.

As regards indirect taxation, the duty on beer is increased by one penny per pint. This is expected to produce £4,500,000 this year and £10,000,000 next. Imported leaf tobacco duties are increased from 10½d. per pound to 11d. per pound, producing £2,500,000 this year and £4,000,000 next.

Other forms of tobacco besides leaf have their duties increased in the same proportion.

The petrol tax is increased by twopence per gallon, giving £4,000,000 and £7,500,000 in a full year.

The entertainments duty is increased on a new scale, including for the first time the cheaper seats, but not children's tickets which do not exceed twopence. The alterations are expected to provide a new revenue of £1,000,000 this year and £2,500,000 next.

There will be no further new taxation.

War Loan Conversion.

The Finance Bill will provide facilities for the conversion of the Five Per Cent. War Loan (amounting to £2,000,000,000) to a lower rate of interest.

(Continued on Page 12.)

LEAGUE OF NATIONS ASSEMBLY.

DR. SZE EXPLAINS CHINA'S SENTIMENTS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 11.

"There is no country in the World more anxious than China for the development of goodwill among nations," declared Dr. Sze, first Chinese delegate to the League of Nations' Assembly, this morning. "The assistance of the League to China in the recent disastrous floods is further evidence of the truely world-wide character of the League organisation.

"China was in full sympathy with the efforts for the reduction in armaments and hoped for the success of the Disarmament Conference next year.

"China also gives her wholehearted approval to harmonise in the Kellog Pact and the League Covenant."

Dr. Sze referred to the importance of the recent convention limiting the manufacture of narcotic drugs. Dr. Sze also stated that the great fall in the value of silver had reduced the purchasing power of the Chinese.

An Emphatic Denial.

LATER.

An emphatic denial that France had any idea of delaying or postponing the Disarmament Conference was made by M. Briand in his annual speech to the Assembly. He said that France would strenuously oppose such an attempt, because he would feel the League had failed if the Conference did not met and bore fruit. Equally and emphatically M. Briand asserted it was a diabolical invention to suggest that Britain ever sought to keep Germany and France apart and profit from the division, on the contrary the British had done their utmost to foster a good understanding between them.

SHANGHAI STILL LEADING.

PEREIRA'S FINE WIN IN 880 FREE STYLE.

HONG KONG'S EXCELLENT PROSPECTS.

(From Our Own Correspondent and Reuter.)

Shanghai, Sept. 11

The result of to-day's competition at the Cercle Sportif Francais between the swimming teams of Shanghai, Hong Kong and Tientsin provided an interesting struggle. The results were as follows:—

100 yards free style.—1. Feeney (Tientsin), 2. Brown (Shanghai), 3. Grilk (Shanghai). Time: 62 seconds. Won by a touch.

880 yards free style.—1.—Roza Pereira (Hong Kong) 2. D. Laing (Hong Kong) 3. Wheeler (Shanghai). Time: 12 minutes 53-2/5 seconds. Won by nearly 90 yards.

Long Plunge—1. Concoff (Shanghai) 2. Berthet (Shanghai) 3. Karatzas (Tientsin). Distance 72 feet 1 inch.

Team Race (Four-a-side, 60 yards each) 1. Tientsin, 2. Hong Kong, 3. Shanghai. Time 2 minutes 13.4/5 seconds. Tientsin led all the way.

Water Polo:—Hong Kong 5, Tientsin 2. (Half time score 1—1).

Present standing of teams, Shanghai 28, Hong Kong 24, Tientsin 17.

Fresh Water Problem.

Lawrence and Gittins swimming for Hong Kong in the 100 yards appeared to be troubled by the fresh water. The finish in which Feeney of Tientsin beat Brown of Shanghai by a touch was one of the most spectacular incidents of the interport series. Grilks was a touch behind Brown.

Roza Pereira took no chance with the 880 yards. He had D. Laing represented Hong Kong and from the start Pereira set a fast pace and drew gradually ahead to finish ninety yards in front of Laing who obtained second place.

Pereira was given a great ovation for his splendid performance.

As anticipated Concoff and Berthet made short work of the Long Plunge getting first and second places easily.

The Team Race provided another upset, Hong Kong being ousted by Tientsin by a yard, to be deprived of 3 valuable points. Tientsin fielded a strong combination which kept the lead throughout.

The water polo was thrilling during the first half when the score stood at 1-1. In the second half Hong Kong's splendid combination brought them four further goals. Tientsin found the pace too much for them and moreover were overwhelmed by the strong team work of the Southerners.

To-day's Prospects.

With Pereira and Wong going great guns at backstrokes, the chances of Hong Kong catching up with Shanghai appear to be distinctly rosy. For the diving Hong Kong will be represented by E. da Roza and Pereira, two excellent divers. For the 50 yards free style Lawrence and Gittins (or possibly S. H. Woog) will figure as Hong Kong's representatives. The 440 yards will find Pereira and Gittins representing Hong Kong. On the whole, the Colony's chances are just as good as Shanghai's and we may just "bring home the bacon."

The Points.

The position of the various teams to date are as follows:—

	H.K.	T.	S.
Thursday's events	10	5	15
100 Yards	—	5	4
880 Yards	8	—	1
Long Plunge	—	1	8
Team Race	3	8	—
Water Polo	8	—	—
	24	17	28

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

The typhoon is about 200 miles to the east of Shanghai, moving N.E. or N.N.E. A depression is central to the south of Hanoi.

Local Forecast:—W. or variable winds, moderate; fair to showery.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:

Manila, Sept. 11, 10.15 a.m.—Typhoon in about 124deg. Long. E. and 30deg. Lat. N., inclining northward.

LONG DISTANCE FLIGHT RACE.

RIVAL 'PLANES SET OUT FROM LE BOURGET.

[THROUGH REUTER'S AGENCY.]

LE BOURGET, Sept. 11.

Debrit and Duret hopped off for Tokyo at 6.10 a.m., while Codos and Robida followed at 6.17 a.m. in a race for the long distance record, which is likely to be most exciting.

LATER.

It is semi-officially learned from Dusseldorf that the Question Mark has landed owing to engine trouble.

EXPULSION OF CHINESE FROM MEXICO.

AMERICA NOT TO INTERFERE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 10.

The United States will decline to participate in the controversy concerning the expulsion of Chinese from Mexico, unless both Mexico and China request such action, according to a statement to-day by officials of the State Department.

BRITISH UNEMPLOYED.

PREMIER TO RECEIVE DEPUTATION.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 10.

The Prime Minister has consented to receive a deputation of not more than six unemployed men on Monday next.

The deputation will be informal and not representative of any organisation.

TRADE UNION CONGRESS.

DIVIDED OPINION ON TARIFFS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 11.

Strongly divided opinion among Labourites on the desirability of tariffs was displayed at the Trade Union Congress at Bristol.

MURDER OF ARMY OFFICER.

CHINESE PARTY LEAVES MUKDEN FOR INVESTIGATION.

Mukden, Sept. 6.—In order to conduct further investigations into the murder of Captain Nakamura, the newly appointed investigation party of the Mukden Government left here to-day for the scene by the Mukden Hailung Railway.

The new party is composed of two from the Mukden Military Court and two from the Gendermerie corps.

Mr. Hayashi, the Japanese Consul-General here, this afternoon had another interview with Mr. Tsank Chi-yi, the Chairman of the Mukden Provincial Government on the case. Replying to Mr. Hayashi the Chairman of the Mukden Government denied the alleged statement of the Chinese investigation party published in Chinese newspapers to the effect that the case is a mere fabrication for some mischievous purpose on the part of Japan. Mr. Nakamura, on the occasion, refused to present the materials to prove the fact until the Chinese investigation is complete.

"CHEQUERS," TALKS IN SCANDINAVIA.

THREE PREMIERS EMPHASIZE FRIENDSHIP.

Oslo, Sept. 6.—The "Chequers" movement has reached Scandinavia.

This was exemplified to-day when a gathering of journalists at Hamar, Norway, was addressed by the Premiers of Denmark, Sweden and Norway, all of whom were loudly cheered when they said they could confidently allude to the close friendship between the three countries. The speeches were broadcast.

The "Chequers" movement was set in motion recently by the British Premier, Mr. Ramsay MacDonald, when he invited the German Chancellor and the German Foreign Minister to visit him at "Chequers," the country residence of British Premiers, and discuss informally questions affecting Britain and Germany. Later the German statesmen held similarly informal discussions at Paris and Rome, while Mr. Ramsay MacDonald and the then Foreign secretary, Mr. Arthur Henderson, visited Berlin for another "Chequers" discussion.

"A LOINCLOTH ARRIVAL."

GANDHI RECEIVES WARM WELCOME AT MARSEILLES.

[THROUGH REUTER'S AGENCY.]

MARSEILLES, Sept. 11.

Hundreds who waited on the dockside, while the Rajputana which is bringing Gandhi to England docked, burst into excited exclamations when they saw Mahatma standing on the boatdeck wearing only a loincloth and a shawl of his own make, despite the wet chilly weather.

Cheers arose from ex-Indian students, which Gandhi returned by clasping his hands together above his head.

FILMING TRACTS OF UNKNOWN AFRICA.

LONE AIRMAN'S PLANS.

A young Englishman is to make an adventurous flight across unknown and largely uninhabited parts of Northern Africa, from east to west, in a Puss Moth, to shoot films.

Mr. Roy Tuckett, who is to make this lone flight, will leave Croydon airport next month, flying first to St. Louis, in West Africa. From there he will follow the River Senegal inland to Kayes, and then cut across the desert 800 miles to Timbuctoo.

Then he will follow the Niger to Tillabery, and, crossing the extreme north of Nigeria, make for Lake Chad. Later, following the Shari River, he will turn south to the most northern point of the Belgian Congo, afterwards heading for Stanley Falls before making for the Mountains of the Moon. These will be one of his "star" points for "shooting" films.

Mr. Tuckett set out two years ago to make the record flight from Croydon to Cape Town. But when well within scheduled time he came down in a somersault in Uganda, with his machine so badly crashed that he had to wait three months before sparts parts could be taken out.

The airman will take with him on his trip, besides ordinary film stock, the special lens and films of the Fulvue process, the British invention which gives the effect of the wide screen by magnification on a normal sized film.

COL. LINDBERGH'S PLANS.

TO RETURN TO AMERICA BY 'PLANE.

[THROUGH REUTER'S AGENCY.]

OSAKA, Sept. 11.

When interviewed Col. Lindbergh confirmed that his plans were to fly direct from Fukuoka to Nanking not touching at Shanghai. He said that he definitely intended to return to America by aeroplane.

BOXING.

CANZONERI RETAINS LIGHT-WEIGHT CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

NEW YORK, Sept. 11.

Tony Canzoneri retained the World's lightweight championship by out pointing Kid Berg, England, in the fifteenth round. Canzoneri fouled Berg in the eighth round, and Berg would have been champion but for the New York Commission's new rule making all fouls fair.

BASEBALL IN JAPAN.

Tokyo, Sept. 7.—A very strong and representative Japanese baseball team is now being formed, under the auspices of the Yomiuri Press, for a series of matches with the American "big league" professional team invited by that organisation to visit Tokyo in the autumn. The proposed national team will be selected by popular vote.

CAR RUNS AMUCK AT RACES.

FOUR KILLED, MANY INJURED IN ITALY.

Rome, Sept. 6.—Four persons were killed and dozens were injured during the famous automobile race for the Grand Prize of Monza to-day, causing the event to be broken off.

The accident was caused by an Alfa-Romeo car whose French driver, Bertaud, travelling at a terrific speed, lost control over his car in a dense crowd of spectators. Bertaud escaped with slight bruises.



Healthy teeth never ache

NOT a sign of decay in those strong white teeth—and he never has to be told to masticate his food. That helps to ensure good health, for health depends very largely on proper mastication at meal times. When he was a very small son indeed he used to have "Ovaltine" Rusks to chew. They gave his little jaws and teeth that exercise and work so vital to the formation of a healthy second set. Even now he has some Rusks every day, for all teeth must have exercise to remain sound and white, and most ordinary foods are not sufficiently crisp for this purpose. Children of every age enjoy "Ovaltine" Rusks. They are made of pure unbleached wheaten flour, with all its original nutritive elements fully retained. The Rusks also contain a proportion of delicious "Ovaltine," the world famous tonic food beverage. This increases their nourishing properties and makes them digestible. 22a.

Give your children "Ovaltine" Rusks—whatever their age. They will reap the benefit in healthy teeth and sound digestion in the years to come. Your doctor and dentist will confirm how good they are.

"OVALTINE" Rusks

A.V.R. 47

Sports News

HONG KONG CRICKET LEAGUE.

MR. H. R. B. HANCOCK AGAIN ELECTED PRESIDENT.

SOUTH WALES BORDERERS FOR SECOND DIVISION.

Presiding at the annual meeting of the Hong Kong Cricket League, held last evening, Mr. H. R. B. Hancock, in a short speech, reviewed the past year's activities and also discussed the prospects of the approaching season. He remarked that some matches during the past year did not finish until darkness had almost set in and as a remedy against this he proposed that the ten interval be done away with this year and also that the official times for "drawing" be cut off by ten minutes. This proposal met with the general approval of the meeting.

Another point discussed at the meeting was the question of "Combined League" matches and it was decided that such matches should be arranged for the Second Division teams in addition to the senior ones this year.

A New Entry.

Eight Clubs entered for the First Division, while eleven teams will "start" in the race for the junior championship. A new team to the junior division this year is the South Wales Borderers while it is interesting to note that the Royal Engineers and Royal Corps of Signals are again entering a combined team. The entries for the two divisions are:—

First Division:—Indian Recreation Club (holders), University, Civil Service Cricket Club, Hong Kong Cricket Club, Kowloon Cricket Club, Royal Artillery, Craigengower Cricket Club and Royal Navy.

Second Division:—Indian Recreation Club (holders), Civil Service Cricket Club, Club de Recreio, Hong Kong Cricket Club, University, Kowloon Cricket Club, Police Recreation Club, Royal Army Service Corps, Craigengower Cricket Club, Royal Engineers and Royal Signals and South Wales Borderers.

The election of officers for the ensuing year resulted as follows:—President, Mr. H. R. B. Hancock, Vice-President, Mr. G. R. Sayer; Hon. Sec. and Treasurer, Mr. W. C. Hung.

LOCAL FOOTBALL.

VARSITY TRONCE RADIO CLUB.

At the University football ground on Thursday, the undergraduates turned out in great form to meet the Radio Sporting Club in a friendly soccer match. The visitors, who were defeated by 6—2, were hard pressed throughout the game.

Of the 'Varsity's 8 goals, K. M. Ho scored 5, P. P. Kho 1, and Wu 1. One goal was scored against his side by a Radio Club player by mistake.

FANLING GOLF.

STARTING TIMES FOR TO-MORROW.

9.20 a.m.	N. K. Littlejohn and J. E. Richardson.	
9.24 „	A. Reid and R. K. Hepburn.	
9.28 „	O. Eager and A. D. Humphreys.	
9.32 „	J. S. Lee and F. C. R. Black.	
9.36 „	G. T. May and A. J. R. Wolf.	
9.40 „	C. V. T. Marshall and B. E. D. Adams.	
9.44 „	W. R. Vallance and Cdr. E. O. Priestley.	
9.48 „	A. C. I. Bowker and H. H. Mundy.	
9.52 „	A. Piercy and T. S. Whyte-Smith.	
10.00 „	D. J. Gilmore and T. R. Chassels.	

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUES.

TO-DAY'S PROGRAMME.

[THROUGH REUTER'S AGENCY.]

The following is the programme of football matches for to-day in the English and Scottish Leagues:—

ENGLISH LEAGUE.

Division I.

Arsenal	v.	Sunderland.
Aston Villa	v.	Grimsby.
Blackburn	v.	Derby.
Blackpool	v.	Birmingham.
Bolton	v.	Portsmouth.
Everton	v.	Manchester C.
Huddersfield	v.	West Ham.
Leicester	v.	Liverpool.
Middlesbro'	v.	Wednesday.
Newcastle	v.	Chelsea.
Sheffield U.	v.	West Brom.

Division II.

Barnsley	v.	Swansea.
Bradford	v.	Notts Forest.
Bristol C.	v.	Millwall.
Charlton	v.	Burnley.
Manchester U.	v.	Tottenham.
Notts C.	v.	Leeds U.
Oldham	v.	Port Vale.
Plymouth	v.	Bradford C.
Southampton	v.	Bury.
Stoke	v.	Preston N.E.
Wolves	v.	Chesterfield.

Division III. (South).

Bournemouth	v.	Exeter.
Brentford	v.	Coventry.
Brighton	v.	Clapton O.
Crystal P.	v.	Queen's P.R.
Fulham	v.	Luton.
Mansfield	v.	Torquay.
Norwich	v.	Swindon.
Reading	v.	Northampton.
Southend	v.	Cardiff.
Thames	v.	Gillingham.
Watford	v.	Bristol R.

Division III. (North).

Barrow	v.	New Brighton.
Chester	v.	Halifax.
Crewe	v.	Wigan.
Doncaster	v.	Wrexham.
Hartlepools	v.	Darlington.
Hull	v.	Gateshead.
Lincoln	v.	Walsall.
Rochdale	v.	Carlisle.
Southport	v.	Accrington.
Tranmere	v.	Rotherham.
York	v.	Stockport.

SCOTTISH LEAGUE.

Airdrie	v.	Hamilton.
Ayr	v.	Kilmarnock.
Celtic	v.	Queen's Park.
Cowdenbeath	v.	Leith.
Dundee	v.	Dundee U.
Hearts	v.	Aberdeen.
Motherwell	v.	Falkirk.
Partick	v.	Rangers.
St. Mirren	v.	Morton.
Third Lanark	v.	Clyde.

KOWLOON RUGGER.

NEW CLUB PROPOSED.

Efforts by Mr. F. Angus and others interested to organise a Rugby Club, to be run in affiliation with the K.B.S.F.P.A., resulted in a well-attended meeting being held at the Association's clubhouse in King's Park on Thursday evening.

A suggestion that the club be called the Kowloon Rugger Club found general favour, and a temporary committee composed of Messrs. F. Angus, J. J. Ferguson and G. Burnett was elected to deal with preliminary work in the establishment of the club.

LAWN BOWLS.

CLUB DE RECREIO TEAM IN JUNIOR GAME.

The following have been selected to represent the Club de Recreio in the junior lawn bowls League match to-day against the Electric R.C. at North Point, at 3.30 p.m.:—

R. R. Roberts, J. M. S. Rosario, L. A. Gutierrez and J. C. Ozorio (Skip).

T. A. Xavier, J. M. M. Alves, P. A. Yvanovich and F. V. Ribeiro (Skip).

Dr. R. A. C. Basto, C. H. Basto, J. J. Basto and A. H. Basto (Skip).

OUR NAVAL STRENGTH.

EFFECT OF FURTHER HOLIDAY.

The question was asked in the House of Commons "whether the proposal has been considered for a year's cessation of all warship building and construction of artillery and other weapons and warlike equipment by interational agreement."

The Prime Minister replied that "No such proposal has been made to his Majesty's Government."

This alleged proposal having attracted considerable attention, the question having the air of authenticity and inside knowledge, the time seems to be opportune for a careful scrutiny of these feverish disarmament proposals, in so far, at least, as they affect the Navy.

A holiday in military and aerial armaments is no concern of a naval correspondent, but any further holiday in naval shipbuilding may well lead to disaster in the not very distant future.

The Navy *has* been on holiday, so to speak, for several years. The late Conservative Government dropped three cruisers and the present Government dropped four, so that the following building programme was achieved:—

1927	1 cruiser.
1928	0 „
1929	1 „

Total, 2 ships instead of 9.

A study of Cd. 2476, issued as a White Paper by the Conservative Government in 1925, will, in these anxious times, repay study.

The following was the building programme envisaged:—

1925	4 cruisers.
1926	3 „
1927	3 „
1928	3 „
1929	3 „

Such was the programme of 16 new ships—very different to the achievement which has been as follows:—

Conservative Government.

In 1925 four ships were laid down.
In 1926 three were laid down.
In 1927 three were approved, but only one was laid down, as a gesture to the U.S.A.
In 1928 two only were approved, and were subsequently deleted by the Socialist Government.

Socialist Government.

In 1929 three cruisers were proposed and one laid down.
In 1930 three were approved.
In 1931 three were approved.

Thus, Great Britain has "made holiday" to the tune of seven ships in three years.

It is a strange thing that it is necessary to emphasise and reiterate that Great Britain, with her wide Dominions, is utterly dependent upon her Navy for her existence as a Great Power.

To 80 per cent. of the other nations of the world a Navy does not matter, to put it forcibly if colloquially, "two hoots."

What is the influence at work that singles out the great pacifying influence of the Royal Navy as a target for militant pacifists?

Our Navy is, as it always has been, a great defensive weapon. We can conquer no country with the Navy without the support of a great Army, which we have not got, and which we have no intention of raising.

Can a foreign Air Force *invade* England, as Mr. Baldwin alleged at the Albert Hall.

It is, perhaps, not fully realised that if from 1930 onwards we lay down three cruisers a year (and four in one year before 1934 in order to complete 91,000 tons before 1936), and that after 1936 cruisers are scrapped on reaching 20 years of age; although in 1936 and 1937 we should have 50, by 1939 our cruiser fleet will have dropped to 45, not returning to 50 until 1942.

Aged Cruisers.

Even with the replacement programmes mentioned above, ten of our cruisers will reach 20 years of age before they are replaced. If we had a year's holiday, 21 of our cruisers would be over 20 years and some as much as 22 years.

The sober truth is that the bottoms are falling out of our old war cruisers.

The foregoing figures, so far as I have been able to search them out of the literature surrounding our agreements and the Conferences, are the facts of the Naval situation.

Comment is hardly necessary. Will not the country be well advised to ponder these facts in the coming months, and to come down from the clouds to the sea?

The Royal Navy, as our sure and sole defence, far transcends Party, and it is fair to say that Mr. Alexander, whatever his personal views on war may be, has loyally supported the Navy in the very difficult and anxious times in which he has had to shoulder his grave responsibilities as First Lord of the Admiralty.

It is Naval policy, not personalities, that demands the close attention of Englishmen of all shades of opinion. In the Navy, and about the Navy, the disease of "Jingoism" is as absent as it is unnecessary.

NEWSPAPERS BEST FOR ADVERTISING.

VIEW OF FORESTERS AFTER CAREFUL STUDY.

The superiority of newspaper advertising over all other forms of publicity was emphasised at the annual High Court of the Ancient Order of Foresters at Cardiff.

In an endeavour to increase the membership of the Order the Executive Council have had under consideration the value of various forms of advertising with a view to starting a nation-wide campaign.

After considering the question from all angles, the council reported that the best channels of advertising were the newspapers.

"The chief objects of an advertising campaign," the report states, "should be to educate the public about the value of joining the Order and the steps to be taken in connection with it.

"In achieving such objects posters can only provide a subsidary although useful part. Posters on a hoarding can, and do, remind people of the advantages, but cannot contain sufficient material to educate. The same is true of advertising displays in cinemas, or trains, tramcars 'buses and other vehicles.

"Well Worth While."

"The cinema picture, even if suitable materials could be utilised, would require to be very general in character, and is exceedingly expensive if continuity is desired."

The Executive Council, therefore, expressed the opinion that if the High Court were to embark on a publicity campaign Press advertising should be the principal medium employed.

Advertising, they said, played a greater part in all business life today than ever it had done before, and the council were convinced, after careful examination, that the expenditure involved would be well worth while.

THIRTY YEAR OLD S.O.S.

AN ARCTIC TRAGEDY RECALLED.

Mascow, August 10.—A tragic appeal for help from the past is the dramatic discovery made by the Soviet ice-breaker Malyguin while off the shore off Aldger Island.

The remnants of a boat which had been smashed to piece and a derelict house built of packing cases were sighted. A party which went ashore found a bottle containing a letter dated July 2, 1902, asking for help for the steamer America in distress and needing supplies of coal.

This was recognised to be a relic of the Baldwin-Zeigler Expedition of 1901, in which the ship America was lost to Teplitz Bay. This tragic appeal, which is written in Baldwin's own hand, also indicates the site of Zeigler's camp.

The discoveries were made after the Russian icebreaker had been having an anxious time in terrible weather. As she was approaching Aldger Island a terrific storm overtook her.

The Malyguin decided to seek shelter in "Peace" Harbour, but owing to the force of the wind she could not approach the land and returned to sea.

On the way some of the tourists enjoyed the thrill of a polar bear hunt and killed two bears.

The Malyguin sailed in the direction of Nova Zemlia, where the meteorological radio station was visited.

Zeigler was a wealthy American who sent out numerous expeditions to Franz Joseph land, Baldwin had previously explored these seas with the American explorer Wellman, and had discovered several islands on the east of the archipelago. In the ill-fated expedition of the America in 1901 the latitude of 82 degrees north was reached before the ship was lost in Teplitz Bay.

HUGE PRICE FOR CONVICTION.

AL CAPONE'S CASE: STATE PAYS £40,000.

Chicago.—The task of putting Alphonse (Scarface Al) Capone and his brother Ralph in the penitentiary, which the United States Government started three years ago, has cost about £40,000, Federal agents estimated.

He has pleaded guilty to violations of the income tax laws and conspiracy to violate the dry laws. Ralph, under sentence of three years for income tax violations, is to be tried in September on liquor conspiracy charges.

The Capone brothers, however, must pay the Government more than $700,000 in deliquent taxes, penalties and interest.

FLOOD HAVOC IN BENGAL.

VILLAGES DESTROYED AND CROPS RUINED.

Calcutta, August 12.—The abnormally heavy rainfall has overtaxed the capacities of the Brahmaputra and Padma rivers, with the result that hundreds of square miles of country in Bengal are under water, villages have been swept away and crops ruined.

It was hoped the respite a few ago would perhaps save the worst of the situation, but the renewal of the monsoon downpour has extended the area of the floods and increased the misery of the present moment and the fear of famine in the future.

In the districts of Dacca, Pabna, and Bogra the height of the flood waters exceeds any previous height by eighteen inches, and the distress of the peasants is acute in the extreme. Thousands of homes, with their herds of cattle, have been washed away, the inmates taking refuge in the tree-tops, from which they are being rescued by relief workers.

The Government of Bengal is redoubling its efforts to succour the ruined agriculturists; loans have been provided and relief work begun. Tremendous damage has been done to the Eastern Bengal Railway where it traverses the flood area. The anxieties of the railway authorities have been increased by the rural habit of cutting through the embankment to provide an outlet for the water, a measure which has had serious consequences.

KING'S UNEXPECTED ARRIVAL.

LAYING OF CORNERSTONE OF OSLO CITY HALL.

Oslo, Sept. 4.—The solemn ceremony of laying the cornerstone of the new city hall, with the Lord Mayor, Dr. Anderson, officiating, was somewhat disturbed to-day by the unexpected arrival of King Haakon.

The Municipal Council being controlled by a Socialist majority, all resolutions that the King be invited to attend the ceremony, had been defeated and thus the ruler was excluded from the list of the guests of honour which amongst other included the Russian minister. King Haakon, however, had made a handsome contribution towards the construction of the new city hall and considered that he had been entitled to an invitation. And so he went, arriving on foot at the scene of the ceremony.

His appearance was hailed with loud cheers by the spectators, and Dr. Anderson, acknowledging defeat, promptly stepped forward and welcomed the distinguished though uninvited guest.

SHORTHAND CERTIFICATES.

EXAMINATION RESULTS.

At an examination held in June last for the shorthand certificates of the Pitman Institute, successes as below were obtained. The classes were taught by Miss N. W. Bascombe, B.A., and Mr. D. Young.

Theory Certificates:—R. Danenberg, Ho Chok Nam, Li Wai Hon, Sung Sheung Kwong, and A. Williams.

Speed Certificates:—50 words a minute, Khushi Mohamad; 70 words a minute, Li Yeung Wan and Ng Ting Ki; 80 words a minute, M. C. G. Gomes, D. Hynes and Ip Kam Wing.

A LITTLE care in setting up an advertisement often doubles its selling power.

¶ It is that little extra thought and care, which is given to every advertisement drawn up in the office of the Hong Kong Daily Press, which brings good results.

CIVIL SERVANTS PROTEST.

"MANY WITH LESS THAN £3 A WEEK."

London, August 14.—The following resolution was passed unanimously at a mass meeting of certain grades of the Civil Service at the Central Hall, Westminster, yesterday:—

"This mass meeting of Civil Servants receiving less than 70s. per week registers its protest against the wholly inadequate recommendations of the Royal Commission in regard to pay, and pledges itself to support its representatives in their efforts to abolish underpayment in the Civil Service."

Reference was made to considerable sections in the Civil Service who receive even less than £3 a week, and the whole proposals of the Royal Commission with regard to pay were severely criticised as making no attempt to deal with the long outstanding problem of underpayment in the Civil Service.

"Outside Work Necessary."

Mr. C. W. Gibson declared that many of the lower-paid Civil Servants have to obtain additional outside to keep their families from starvation.

Mr. W. J. Brown, M.P., said that the whole basis of the Civil Service bonus was hopelessly antiquated, being based on the cost of living for a working-class family 27 years ago.

The stationary elements in the average man's expenditure, such as house purchase payments, insurance, education, etc., were in no way taken into account in the Cost of Living Index.

There was no consolation for the Civil Service in consolidating a wholly inadequate bonus with an atrocious basic salary.

REVOLT THREATENS IN PYRENEES.

INFANTRY HURRIEDLY SENT TO JACA.

Madrid, Sept. 5.—The city of Jaca, in the Pyrenees, which was the scene of an abortive revolt against the monarchy last December, is again achieving prominence.

Several companies of infantry have been ordered to Jaca from Saragossa owing to rumours that a Communist rising is being planned there, and Captain Rexach, a former colleague of the firebrand aviator, Major Franco, was arrested to-day on leaving Madrid for that city. He is being tried on a charge of attempting to cause a Communist rising in the Jaca garrison.

U.S. CUTS NAVAL PROGRAMME.

INABILITY TO FILL LONDON TREATY PROVISION.

Washington, Sept. 4.—The Navy League, expressing the opinion that it will be "practically impossible" for the United States fleet to reach by 1935 the strength permitted under the London Naval Treaty of 1930, has now submitted a "minimum" programme.

This entails the expenditure of $767,000,000 during the next six fiscal years. This plan is likely to be substituted for the Navy League's previous proposal which, if carried out, would have involved the expenditure of $1,000,000,000.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL,

HONG KONG.

SEPTEMBER 13, 1931, 15th Sunday after Trinity:—
Holy Communion at 8 a.m.
Holy Communion (Peak Church) at 8 a.m.
Children's Service at 10 a.m.
Mattins and Sermon at 11 a.m.
Preacher:—Rev. N. V. Halward.
Evensong at 6 p.m.
Preacher:—Rev. H. V. Keep. [97

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass, U.S.A.)

MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, September 13, 1931, at 11.15 a.m.:—
Subject:—SUBSTANCE.
The Sunday School is held on Sunday Mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 5.30 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room. [97

UNION CHURCH.

(KENNEDY ROAD).

SUNDAY SERVICES on Sept. 13, 1931:—
Morning Service at 11 a.m.
Evening Worship at 6 p.m.
Sunday School—
Kennedy Road at 10 a.m.
Social Hour after Evening Service.
Preacher:—Rev. E. G. Powell.

NOW

IS THE TIME TO INVEST IN SOUND ADVERTISING.

When new accounts are slow in maturing and business seems dull, profits can be built up to normal level by investing in a carefully planned advertising campaign.

Let The

Directory and Chronicle of the Far East

be your sales builder. Write to us for suggestions of advertising schemes and rate cards.

Published by

THE HONGKONG DAILY PRESS, LTD., 11, Ice House Street, Hongkong.

Money and Markets

HONG KONG STOCK EXCHANGE

WEEKLY SHARE REPORT.

Hong Kong, Sept. 11.—Owing to the intervention of a holiday on Monday the period to be reviewed is thereby reduced, and in consequence no doubt the volume of business which has passed has been only on a moderate scale. In the higher-priced section it is noteworthy that rates have somewhat improved, and the demand which set in last week-end for Banks, Wharves, Electrics and Star Ferries has been maintained. Such popular counters as Tramways, Dairy Farms, Hotels, Humphreys and Realties are still in favour, and buyers generally prevail, but in some cases at slightly reduced rates. China Lights, which early in the week became somewhat erratic, now appear to have recovered, and are in demand at $29½.

Banks.—Hong Kong and Shanghai Banks have further receded in London to £98 (Middle), but have been done locally at $2,040, at which they close in demand. Chartered Banks, on which an interim dividend for the past half-year at the rate of 14 per cent. per annum subject to income tax has been declared, are quoted at £11¼ nominal. Mercantile Banks have declared an interim dividend of 7 per cent. per annum less income tax, and are quoted nominal at £18½ for the "A" and "B" shares and £12½ for the "C" shares.

Insurances.—Activity in this section has been mainly confined to Unions and China Underwriters, the former having been dealt in at $560. The latter continued occupying attention at last week's quotations, but closed at $6.15 nominal. Cantons can be placed at $1,530. Small sales took place of Hong Kong Fires at $1,475, and they close in demand at this rate.

Shipping.—Douglases have continued inactive and close nominal at $24. Hong Kong Steamboats have come to business at $28½. Waterboats are still in demand, but at the slightly advanced rate of $28½. Shells (Bearer) have fallen away to 35/7½.

Mining.—Benguets, which show no change from last week's figure, are still in demand at $11¼. Raubs, which have changed hands at $41½, close in request at $41. Venezuelan Goldfields can still be obtained at $2½.

Docks, Wharves, Godowns, Etc.—Kowloon Wharves have reflected activity throughout the week, and have been done to some extent at $165 and $165½. At the close they are still in demand at this rate without shares appearing. Whampoa Docks have again to be reported neglected at $28. Providents (old) at the outset were in demand at $6.60, and sales were transacted at $6.70, but the market has since weakened and buyers are only offering $6¼. The new shares, after having risen to $3.20, are now to be had at $3.10.

Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels (old) have shown an easier tendency throughout the week and transactions were effected down to $17, at which they close in demand. There are offers of $16.40 for the new shares. Hong Kong Lands are a shade easier, and are in demand at $91, after sales at this rate. Humphreys' Estates (old) were in request at the commencement of the week and were put through at $22½, but the demand appears to have been satisfied. The new shares likewise have not commanded the attention they received last week, and the rate is now $22½ nominal. Hong Kong Realties were done at $17.60 and $17.65 at the outset, but the market has since eased off to $17½. Shanghai Lands were sold to the North at Tls. 42.

Public Utilities.—The spectacular retrograde movement in China Lights referred to in our last report has been reversed, and they became somewhat erratic at the beginning of the period, when the rate rose to as high as $30 for cash business. At the close shares are now obtainable at $30½, with buyers offering $29½. Hong Kong Electrics continued in fair demand at the outset, and sales were reported at $84 and $84½, but the market ended with sellers at $83½. Hong Kong Trams were the medium of sales at $22.65 at the outset, but closed easier with buyers at $22½, and sales reported at $22.70. Peak Trams (old) are now nominal at $14½. Star Ferries have been in strong demand throughout the week, and shares are wanted at the improved quotation of $65½. Telephones (fully paid) have been in request at $45½, but they now close at this rate nominal. The part paid shares have been dealt in at $35½ and $30, and closed in demand at the former rate. Canton Ices have lacked attention at $8.10. Cements (combined) were in early in the week at $20½, but have gradually receded to $20.20 buyers. Ropes, after transactions at $22½, are on offer at $21½.

Stores, Etc.—Dairy Farms, which were done as high as $34.10, have been the medium of sales at the slightly reduced rate of $33½. Watsons have declined to $17 sellers. Lane, Crawfords (old), after sales at the enhanced price of $8½, have lapsed to a nominal quotation. The new shares have appreciated to $8.

Miscellaneous. — Constructions (cum rights) were in demand at $14.10, and sales were made at $14.55, but they close at $14.15 sellers. The rights are wanted at $1.75, but probably more would be paid. G.S Bonds are in request at 72 per cent.

Cotton Mills.—Ewos have fluctuated a good deal during the week and as high as Tls. 15.40 was paid, the market closing with buyers at Tls. 15.30. Shanghai Cottons are nominal at Tls. 104. Soong Sings have remained in demand at Tls. 12.



WHEN FOOD DISAGREES

How to get quick relief from Indigestion.



If pain, wind or distress follow eating or drinking, simply take a little 'Bisurated' Magnesia in a quarter of a glass of water and the cause of the trouble will be removed at once, together with all the pain! Thousands say this has given relief when all else failed; hospitals use this remedy and doctors prescribe it. Digestive troubles get worse quickly and they never cure themselves; those who suffer in this way should not, therefore, delay taking the help which only 'Bisurated' Magnesia can give. It costs but little and never fails to give relief. When buying, look for the oval 'Bismag' trade-mark on the carton.

'BISURATED' MAGNESIA
QUICKLY STOPS INDIGESTION

YOKOHAMA SPECIE BANK.

HALF YEARLY DIVIDEND.

The local branch of the Yokohama Specie Bank are in receipt of a cablegram from their head office to the effect that, at the half-yearly ordinary general meeting of the shareholders held at Yokohama on the 10th instant, a net profit of Yen 11,837,930.46 was shown, including Yen 6,436,136.84 carried over from last account. It was resolved to make the following allocations:—

To Reserve Fund ...	Y.1,200,000.00
Dividend of 10 per cent. p.a. (for the half-year ended June 30, 1931)	5,000,000.00
To be carried forward to next account	5,637,930.46
	Y.11,837,930.46

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, September 10.

Paris	123.04½
New York	4.85 15/16
Brussels	34.04½
Geneva	24.91½
Amsterdam	12.05½
Milan	90.89½
Berlin	20.87½
Stockholm	18.15
Copenhagen	18.17½
Oslo	18.16½
Vienna	34.31
Helsingfors	193½
Madrid	53.95
Lisbon	110
Athens	375
Rio	3 1/32
Buenos Aires	31½
Montevideo	22½
Bombay	1/5½
Shanghai	1/2½
Hong Kong	11⅛
Yokohama	2/- 13/32
Silver, forward	13

BRITISH ART FOR TOKYO.

TO SHOW WHAT ENGLAND CAN DO.

London, Sept. 5.—The P. & O. liner Mantua, *en route* from London to Japan, is carrying in her bullion room a representative collection of work of living British artists.

These pictures, which Sir Joseph Duveen is sending to Japan at the request of the Foreign Office, have been selected by Sir William Orpen's committee of artists. In November, the pictures will be exhibited at Toyko.

Mr. C. R. W. Nevinson, the artist, examples of whose works are included in the exhibition, said in an interview that such exhibitions were of the highest value to art in this country.

Unknown Abroad.

"English art," he declared, "is practically unknown abroad. I do not want to blow our National trumpet, but I do consider that we have better artists than France at the moment.

"Our younger men have not had a chance of world recognition. These exhibitions are intended to show what England can do."

Mr. Jacob Epstein said he had been appointed to the selection committee as a sculptor, and he regretted that no sculpture was being sent.

DINNER TIME IN RUSSIA.

BAD AND DIRTY FOOD.

"Pravda" publishes an article describing the appalling conditions which were found by a Soviet Government commission at the Sormovo works in Niini-Novgorod.

The commission inspected the works dining rooms and the huge kitchen from which the workers receive their lunches and dinners. The following is the *verbatim* translation of some portions of the report:

"The dinners are transported from the kitchen to the dining rooms in cans which are very dirty and seem never to have been washed up properly. Owing to the bad quality of the food half of the dinners are either returned back to the kitchen or thrown away by the workers.

"The kitchen itself is unspeakably dirty; thick layers of dirt cover the floor and tables; the products are kept on the floor covered by stinking rags. In the kettles where tea is made, we found potatoes, forks, plates, and bowls are passed from one customer to another without being washed up."

It must be noted that the Sormovo works, where over 40,000 are employed, are one of the biggest and up-to-date Soviet industrial undertakings. It is easy to imagine what are the conditions at the smaller Soviet factories.

FIRES IN SHIPS.

MORE EFFICIENT APPLIANCES REQUIRED.

Although the full extent of the damage arising from the recent fire on board the motor liner Bermuda may not be known until final survey is held following her arrival in England, it is apparent from the reports that most of the superstructure decks and accommodation is involved that the claim on underwriters will be heavy. Following as it does the fires on board the Norddeutcher Lloyd Europa and the Compagnie Generale Transatlantique Paris, the Bermuda fire serves as a reminder that the risk of fire on these costly passenger liners is something which, so far, modern science has apparently been unable to eliminate.

A feature which is common to these three major casualties is that each ship was lying in port at the time of the outbreak of fire, a circumstance which was fortunate from the passenger standpoint. This circumstance may also be capable of another interpretation, and that is that the risk of fire on board a passenger liner when at sea and with the various branches of the personnel on active watch-keeping or other routine duty is less than when the ship is lying in port.

Hard to Establish.

In the latter condition, although there are usually watchmen posted on duty night and day, the general atmosphere, with the strain of the voyage over and discipline to a certain degree relaxed, is less strict, and control is made correspondingly more difficult from the fact that not infrequently there are numbers of shiprepairers' and their sub-contractors' workmen on board. Owing to the extensive destruction which follows such fires, it is usually impossible by a subsequent investigation to establish the source of origin or cause of the outbreak, and thus valuable data for future precautionary measures are lost.

In large passenger liners, unless the source of the fire is immediately detected and dealt with, the presence of so much dry wood in the shape of separation bulkheads, &c., between cabins, cloth curtains and other materials readily inflammable, is such that the conflagration very quickly spreads to a magnitude beyond the capacity of the most elaborate fire-fighting appliances to subdue.

What appears to be an immediate necessity is the provision of more efficient methods of fire detection, incorporating an automatic alarm, and of better means of confining the outbreak within the limits of subdivided sections or compartments of the ship in much the same way as flooding subdivision is now regulated. Fire and flooding hazards are, of course, almost as widely different as dynamics and statics, and it is manifestly a simpler problem to arrest the spread of flooding by suitable watertight bulkheads than it is to check or isolate the progress of fire.

Non-Inflammable Material.

That there are possibilities in the latter direction, however, is apparent from the efforts which are being made in Great Britain and elsewhere to produce a non-inflammable material as a substitute for wood in the construction of cabin bulkheads, partitions and doors. It is now claimed that a process has been perfected whereby ordinary wood can be impregnated against fire, and such a material has proved itself on test capable of greater fire-resisting properties than ordinary steel.

The recurrence of heavy fire damage claims, such as these herein described, is a very serious matter for underwriters, and no less for the owners of such ships, since for the latter the loss of revenue at the height of the passenger and tourist season is not recoverable. There is a growing feeling, particularly in insurance circles, that the time has arrived when concerted action should be taken with a view to the provision of more efficient and more adequate fire-resisting, fire-detecting and fire-fighting appliances and arrangements on board passenger liners, and also, where necessary, that more stringent regulations should be drawn up for the guidance of the ship's personnel so that the latter may be encouraged to exercise the greatest possible care both when on and off duty.

WEEK-END RADIO PROGRAMMES.

BROADCAST BY Z.B.W. ON 355 METRES.

DANCE MUSIC TO-NIGHT.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notice, etc.
2 p.m.—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11.30 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. Moutrie & Co.
7 p.m.—Mail notice, etc.
7.05 to 7.35 p.m.—"Concerto in A Minor" (Grieg Op. 16)—Arthur De Greef and the Royal Albert Hall Orchestra, conducted by Sir Landon Ronald.—M24.
7.35 to 7.55 p.m.—

Variety.

Humorous Song.—"I Get the Blues when it Rains."
Humorous Song—"Down among the Sugar Cane."—Johnny Marvin.—21950.
Hawaiian Music—"Hula Girl."
Hawaiian Music—"Kane's Blues"—Kane's Blufs.—20701.
Chorus—"Strike up the Band."—The Revellers.—22401.
8 p.m.—Local time and weather report.
7.55 to 9.30 p.m.—"The Gondoliers" (Gilbert and Sullivan).—The Light Opera Company recorded under the direction of R. D'Oyly Carte.—D1334/D1345.
9.30 to 11.30 p.m.—

Dance Programme.

Fox Trot—"I'm Doin' What I'm Doin' for Love."
Fox Trot—"I'm Feathering a Nest."—22016.
Fox Trot—"When Yuba Plays the Rumba on the Tuba."
Fox Trot—"I'm Keepin' Company."—22742.
Fox Trot—"Without That Gal."
Waltz—"When the Moon Comes over the Mountain."—22746.
Fox Trot—"Ooh! Hoo! Yoo-Hoo!"
Fox Trot—"On the Beach with You."—22730.
Fox Trot—"Sing a Little Jingle."
Fox Trot—"I Found a Million Dollar Baby."—22707.
Fox Trot—"You Forgot Your Gloves."
Fox Trot—"Falling in Love."—22706.
Waltz—"Dream River."
Waltz—"Beloved."—21339.
Fox Trot—"Dancing in the Dark."
Fox Trot—"High and Low."—22708.
Fox Trot—"I'm Painting Pictures."
Fox Trot—"Never."—22725.
Fox Trot—"Look in the Looking Glass."
Fox Trot—"Nevertheless."—22722.
Waltz—"Chiquita."
Waltz—"Twelve O'clock Waltz."—21613.
Fox Trot—"You Can't Stop Me from Lovin' You."
Fox Trot—"What's Keeping My Prince Charming?"—22710.
Fox Trot—"When the Shepherd Leads the Sheep Back Home."
Fox Trot—"Under Your Window To-night."—22706.
Fox Trot—"Maybe It's the Moon."
Fox Trot—"I was Only Teasing You."—22727.
Fox Trot—"Black Eyes."
Fox Trot—"Trees."—22728.
Waltz—"Beautiful Heaven."
Waltz—"The Swallow."—21235.
Fox Trot—"Just a Crazy Song."
Fox Trot—"Sugar Blues."—22681.
Fox Trot—"How the Time Can Fly."
Fox Trot—"June Time is Love Time."—22740.
Fox Trot—"Hoosier Hop."
Fox Trot—"I'm Following You."—22218.
Waltz—"Princess Flavia—Medley Waltz."
Waltz—"Always."—19955.
10.30 p.m. (approx.)—Rugby midday Press news.
11.30 p.m.—Close down.

SUNDAY.

11 a.m. to 12.15 p.m.—Relay of St. John's Cathedral service.
12.15 to 2 p.m.—Chinese programme.
1 p.m.—Local time and weather report.
2 p.m.—Close down.
8 to 10 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.
8 p.m.—Local time and weather report.
8.05 to 8.45 p.m.—

Orchestral.

"Masaniello"—Overture (Auber).—Milan Symphony Orch.—DX187.
"Second Serenata" (Toselli, arr. Geehl).
"Tarantelle for Flute and Clarinet" (Saint-Saens).—H. G. Amers and the Eastbourne Municipal Band.—0750.
"Semiramide"—Overture (Rossini)—Milan Symphony Orch.—9663/9664.
8.45 to 9.34 p.m.—

A Concert.

Song—"Awake, Sweet Love." (Percy Scholes).—Cecile Dolmetsch (Soprano) with Lute and Viol, accompaniment by Arnold and Rudolph Dolmetsch.
Choral—"Summer is I-Cumen In" (Percy Scholes).—The St. George's Singers, directed by Rev. Dr. E. H. Fellowes, unaccompanied.—5715.
Octette—"Scent of the Jasmine." (Squire).
Octette—"Song of the Waterfall" (Squire).—J. H. Squire Celeste Octette.—DB107.
Organ Solo—"Estrellita" (Star of Love) (Ponce).
Organ Solo—"La Golondrina" (The Swallow).—Emil Velazco.—DB85.
Choral—"Sing We and Chant It" (Percy Scholes).
Choral—"Rest Sweet Nymps" (Percy Scholes).—The St. George's Singers, directed by Rev. Dr. E. H. Fellowes, unaccompanied.—5716.
Piano Solo—"Rigoletto—Paraphrase" (Verdi, arr. Liszt).—Irene Scharrer.—DB76.
Octette—"Song of the Celeste" (Renard).
Octette—"Amina" (Lincke, arr. Willoughby).—J. H. Squire Celeste Octette.—DB467.
Song—"Mira Lege" (Percy Scholes).
Song—"Veni Sancte Spiritus" (Percy Scholes).—Sir Richard Terry with Choir.—5710.
9.34 to 10 p.m.—"Casse Noisette" Suite (Tschaikowsky).—The B.B.C. Wireless Symphony Orchestra, conducted by Percy Pitt.—0660/0662.
10 p.m.—Close down.

THE NICE GIRL AND THE SAILOR.

A VERY MERRY EVENING WITH "THE MIDSHIPMAID."

Major Ian Hay and Commander King-Hall have found a good recipe and are sticking to it. It is a simple one, and in "The Middle Watch" was vastly effective. Last month it was put into operation again at the Shafesbury Theatre, London, with "The Midshipmaid," with every prospect of similar success.

The ingredients are few, but they have to be of good quality and mixed with skill. One has to have a handsome naval officer, fairly senior, who falls in love with a pretty girs who, apparently, can never be his, but of course will be.

There must be a peppery elderly man, an admiral or an M.P. or something of the sort, because of whose presence on board one of his Majesty's ships a complicated web of deception has to be weaved.

And, of course, there must be the ship, all very realistic and authentic, so that one feels that the part-author as not been in the senior service for nothing.

H.M.S. Crusader.

Add a seasoning of marines, midshipmen, able seamen, girls in pretty frocks to capture the hearts of the wardroom officers when those officers are not treating each other to cocktails and schoolboy chaff, bless 'em—and the trick is done.

How to account for the presence of ladies on board H.M.S. Crusader? Why, amateur theatricals. These are arranged in honour of Sir Percy Newbiggin, M.P., who has influence at the Admiralty and is a pompous snob, made amusing and Batemanesque by Mr. Clive Currie.

Sir Perry does not approve of Commander ffosbery's (with two little f's) interest in his pretty daughter. But the Commander is the son of a peer, so *that's* all right. The amateur theatricals are the *clou* of the whole piece, with the audition of talent recruited from the lower deck as surely one of the loudest laughs in London.

Mr. A. W. Baskcomb, as Able Seaman Pook, who can play the euphonium and recite and sing dismally, provides most of the fun, with Mr. S. Victor Stanley, as a marine, as a first-rate assistant. I chuckled happily, too, at Mr. Roger Maxwell as the ship's bandmaster, at Mr. Oliver Gordon, and at Mr. Michael Shepley as the Major.

Mr. Basil Foster played the Commander in his usual easy style, and Miss Jane Baxter was obviously very nice as the obviously very nice girl.

HOW YOU MAY PROLONG YOUR LIFE.

(*Continued from Page 1.*)

If the recognised span is to be advanced from 70 to 100 (many biologists believe that it can and should exceed the century), then there must be a change of heart in the general outlook upon health and diseases.

The present basis of all personal and domestic practice is the belief that illness is inevitable, and that that the best we can do is to cure or counteract it when it comes.

It is quite impossible to persuade people that in the vast majority of cases illness is avoidable and ought to be avoided; that, "in the beginning God made man physiologically righteous, but they have sought out many inventions." It is said that all the nice things in life are either wicked or bilious. However that may be, it is certainly the case that very few of the means to the maintenance of health and the pursuit of longevity are actively agreeable; most of them spell Spartan practices, restraint, and renunciation.

To such a pitch of luxury has our present civilisation arrived that highly artificial conditions are considered axiomatic; overheated rooms, over-clothed persons, over-digestions, under-exercised muscles are demanded as a matter of course. All these are admitted to be wrong, but the admission is purely academic, and leads to no improvement in the practice of the vast majority.

Thirty Years More.

Unless we can return to some degree of simplicity in our methods I fear that the extra thirty years allotted to us by the biologists are still a long way off.

From time to time we are told of centenarians who gleefully attribute their longevity to an habitual disregard of some hygienic rule. One will declare that he has consumed a bottle of brandy daily for 40 years, another that he has smoked an ounce of tobacco a day ever since he can remember, a third that though a hearty trencherman he has never taken any exercise—and so on.

These stories may or may not be true; but even if they be, they prove nothing save that some people are born with a very high degree of resistance to noxious influences, and that if we would follow their examples in such matters we should attend to mark Twain's advice about being careful in the choice of our parents.

Habitual Longevity.

Heredity certainly counts for a good deal: the length of your stay on earth depends mainly upon the force with which you are pushed into the world by your parents. How long the momentum will last in your case may be gauged by its duration in the case of your forbears. Longevity is a habit in some families.

What may be called the minor social poisons, alcohol, tobacco, tea and coffee, are believed by the pursuits to shorten our lives. This may be the case in people whose adaptability or powers of resistance are constitutionally feeble, but I do not believe that it is the case with substantially normal folk. For here, again, the simile of the pike in the fish pond is applicable.

The minor poisons, taken in strict moderation, so far from doing harm, actually help to maintain the general resistance at concert pitch, so that when a real poison, such as a food ptomaine, finds its way into the economy, the appropriate antidotes are quickly mobilised to meet and defeat it.

In matters of health, too rigid a purity may easily land us in trouble. Distilled water, for example, taken as a beverage is not only flat, it is positively deleterious. And the same is true in many directions; in the quest for longevity; dullness is the one unpardonable sin.

ACTOR SEEKS LOCAL COLOUR.

DISGUISED AS SURGEON, ATTENDS CHILD-BIRTH.

Vienna, Sept. 5.—The town of Salzburg is seething with indignation at the methods chosen by the well-known actor, Alexander Moissi, to secure "local colour" for a novel he is writing.

Disguised in a surgeon's white cloak, Moissi assisted in the birth of a child in a Salzburg Hospital.

Strong public anger is being directed against the local government who, it is alleged, allowed the would-be novelist to attend the hospital.

SUPPLEMENTARY BUDGET PROPOSALS.

(*Continued from Page 9.*)

The new proposals to cover the estimated deficit for this year of £74,700,000 provide as follow:—

Economies, £22,000,000.
Saving on Debt Redemption, £13,700,000.
New Taxation,

Inland Revenue, £29,000,000.

Customs and Excise, £11,500,000.

leaving an estimated surplus of £1,600,000.

Next year's estimated deficit of £170,000,000 will be met by the following provisions:—

Economies, £70,000,000.
Debt Savings, £20,000,000.
New Taxation, £81,500,000.

also leaving an estimated surplus of £1,500,000.

Mr. Snowden referring to the Five Per Cent. War Loan conversion proposals, spoke of the disturbing conditions hitherto prevailing since 1929 to prevent his plans from going forward.

Parliament would be asked to say that if the holders of the bonds did not dissent from conversion at the end of three months' notice of the intended conversion, they would be taken as accepting the offer.

Trade Depression.

Reuby, Sept. 10.

In giving the figures of the threatened deficit on the current year, Mr. Snowden reminded the House of the grave warnings he had given in February last, and again on the eve of the adjournment in July, regarding the budgetary position.

The trade depression had reduced the yield of taxes and at the same time increased national expenditure.

National income had been falling and while seven years ago the unemployment fund was "paying its way, and paying off debt, this year it was costing the Exchequer about a hundred million pounds.

Mr. Snowden explained that the Government had decided that borrowing for unemployment and the road funds must cease, though this involved an addition of £34,000,000 to the vote for the year.

He put the fall in revenue at £29,000,000—£25,000,000 of Inland Revenue and £4,000,000 of Customs and Excise.

The suspension of war debt payments under President Hoover's plan accounted for £30,000,000. Supplementary estimates of one million brought the total deficit to 94 millions, but with £19,500,000 saved on interest and the fund of the American debt, the net deficit this year was £74,500,000.

£170,800,000 Deficit.

Mr. Snowden estimated the deficit on a full year from next April, if no changes were made in the present provision for revenue and expenditure, at £170,000,000.

Therefore large economies were essential and so were heavy increases in taxation. The country must face up to position. The proposals for economy are given in a White Paper and Mr. Snowden did not go into details, but he emphasised that nine-tenths of the items proposed were adopted and approved by the late Labour Cabinet before its resignation.

The Economies together with the decision to reduce the sinking fund left the Chancellor with a net deficit on the current year of £39,000,000 to be provided for by additional taxation as already detailed.

Economy Proposals.

The Government economy proposals set out in the White Paper, secure reductions in expenditure estimated at £22,000,000 in the current financial year and saving of £70,032,000 in a full year.

The largest saving is effected under the heading of unemployment insurance. The reduction of expenditure from the Unemployment Fund amounts in a full year to £25,600,000, taking the fact that the income of the Fund is to be supplemented by increases in the contributions of the employers and workmen, aggregating ten millions.

This result is mainly achieved by a reduction of the weekly benefit rates, except that for a dependent child, by ten per cent. The benefit of an unemployed single man is thus reduced from seventeen shillings to 15/3 weekly, corresponding cuts being made in other rates. The saving from this reduction is £12,300,000.

The increase of the weekly contributions by employers and employed to the transitional class will produce a saving of ten million pounds. The removal of anomalies will effect a further £3,000,000 economy.

There will, in future, be no borrowing beyond the statutory limit already authorised and, any sum required to balance the accounts of the unemployment fund will come out of current revenue.

The saving to the Exchequer on all these proposals total £35,600,000 pounds.

Other Economies include Education grants, Day, etc., £10,300,000; Road Fund, nearly 8 millions; defence services in addition to other

Further Economies.

reduction, £3,000,000; pensions £5,000,000; salaries of Ministers, Members of Parliament, civil servants and members of defence services, over 4½ millions; health ministry, 1½ millions; unemployment grant, £500,000; police, £500,000; agriculture and forestry together, over one million, and Empire marketing board and Colonial Development fund, £50,000 each.

Regarding salary reductions, ministerial salaries will receive cuts ranging from 20 per cent. in cases of £5,000 per annum and over, to ten per cent. in cases under £2,000 pounds a year.

Allowances to Members of the Commons will be reduced by ten per cent.

Regarding the remuneration of members of the Crown Services, those whose pay is over £2,000 year will receive a ten per cent cut, and 20 per cent. if pay is £5,000 or over yearly.

Members receiving under £2,000 will be treated in accordance with the recommendations of the Committee of National Expenditure and only the cuts in the cost of living bonus will be operative.

Regarding the defence services, the economy of £5,000,000, exclusive of savings on pay and pensions is aimed at though it is recognised that this will be difficult in view of the extensive reductions made during recent years.

Regarding education, a fifteen per cent. cut in teachers' salaries is imposed, which accounts for nearly £6,000,000 of the total saving of £10,300,000.

Opposition's Criticism.

The economies in pay take effect from October 1.

The opposition's criticism of the Budget was voiced by Mr. William Graham, late President of the Board of Trade, who said the May report did Great Britain very serious damage abroad.

He did not dispute that the new taxation had been distributed over a very wide field, but the Chancellor, he said, had not given a complete picture to show that the economy and taxation proposals together constituted the promised "equality of sacrifice."

He declared there was abundant reason in the existing circumstances for complaint and his party believed, even in these times, that the budget could be balanced without attacks upon unemployment insurance benefits or on education.

LONDON, Sept. 10.

The text of the Government's economy bill which was given a first reading in the House of Commons on Wednesday, was issued tonight. It empowers His Majesty the King, for a month after the Act comes into force, to make such Orders-in-Council as appear necessary for the purpose of effecting economies in respect of the following services:

Education,
National Health Insurance,
Police,
Unemployment Insurance,
Roads.

Luxury Prohibition?

Following a suggestion made by Mr. Walter Runciman, Liberal, in the course of the evening's Budget discussion, the Government has appointed a committee of three to examine the practicability of absolutely prohibiting the importation of luxury articles, as was done during the War.

An opposition motion for the rejection of the National Economy Bill, the second reading of which will be moved in the Commons by the Prime Minister to-morrow, has been tabled in the names of his former Cabinet colleagues, Mr. J. R. Clynes, Mr. Tom Johnson, Mr. Arthur Greenwood and Mr George Lansbury.

"Anyhow, let's have a pint before the price goes up," was the remark made by an M.P. in the Lobby at the conclusion of the Budget speech. This typifies the resignation with which the country has received Mr. Snowden's stinging imposts.

The unparalleled storm of cheers at the conclusion of the Chancellor's speech is, however, interpreted more as a personal tribute to Mr. Snowden and relief that the Exchequer is solvent with £32,500,000 to spare towards debt reduction, than as satisfaction with the methods adopted.

The Conservatives were notably taken aback by the income tax burden. For example, a married man with two children and a salary of £500, pays £20 as compared with £8 previously.

Equal Distribution?

The fury of the Labourites betokens implacable opposition at every stage of the legislative progress.

The *Daily Herald* bitterly attacks the inequality of the sacrifice and angrily remarks that "instead of following the courses indicated by his life work, Mr. Snowden has been deflected by the pressure of the Tories, Liberals and bankers."

On the other hand, the Liberal and Conservative organs are satisfied that the burdens have been distributed as equally as possible.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Chenonceaux, M.M., Oct. 13.

ALEXANDRIA

Pres. Filmore, Dollar, Sept. 20.
Pres. Monroe, Dollar, Oct. 4.
Pres. Van Buren, Dollar, Oct. 18.

AMOY.

Anshun, B. & S., Sept. 13.
Haining, Douglas, Sept. 15.
Tjisandane, J.C.J.L., Sept. 10.
Tsinan, B. & S., Sept. 17.
Haiyang, Douglas, Sept. 18.
Kutsang, Jardine's, Sept. 18.
Tjikarang, J.C.J.L., Sept. 23.
Tilawa, B.I., Sept. 24.
Hosang, Jardine's, Sept. 25.
Tjinegara, J.C.J.L., Oct. 1.
Yuensang, Jardine's, Oct. 7.
Santhia, B.I., Oct. 9.

ANTWERP.

Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Danmark, Manners, Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.

AUSTRALIAN PORTS.

Taiping, B. & S., Sept. 15.
Kamo Maru, N.Y.K., Sept. 22.
Atsuta Maru, N.Y.K., Sept. 26.
Nankin, E. & A., Oct. 2.

BALTIC PORTS.

Danmark, Manners, Sept. 29.

BALTIMORE.

Menestheus, B.F., Oct. 5.

BANGKOK.

Kiangsu, B. & S., Sept. 13.
Soudan, P. & O., Sept. 19.
Kaying, B. & S., Sept. 20.

BARCELONA.

Fulda, Melchers, Sept. 19.
Trier, Melchers, Oct. 17.

BELAWAN-DELI.

Cremer, J.C.J.L., Sept. 24.

BOMBAY.

Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Garbeta, P. & O., Sept. 16.
Col. di Lana, Dodwell's, Sept. 27.
Tokiwa Maru, N.Y.K., Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Mirzapore, P. & O., Oct. 6.

BOSTON.

Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Toba Maru, N.Y.K., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Tweedbank, Bank, Oct. 7.
Malayan Prince, Furness, Oct. 15.
Pres. Van Buren, Dollar, Oct. 18.

BREMEN.

Fulda, Melchers, Sept. 19
Trave, Melchers, Oct. 6.
Trier, Melchers, Oct. 17.

BRINDISI.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

CALCUTTA.

Calcutta Maru, N.Y.K., Sept. 15.
Suisang, Jardine's, Sept. 21.
Takada, B.I., Sept. 24.
Penang Maru, N.Y.K., Sept. 29.
Sirdhana, B.I., Oct. 4.
Kutsang, Jardine's, Oct. 8.
Tilawa, B.I., Oct. 14.
Hosang, Jardine's, Oct. 17.

CASABLANCA.

Menelaus, B.F., Sept. 15.
Kalyan, P. & O., Sept. 26.
Perseus, B.F., Oct. 13.

CEBU.

Menestheus, B.F., Oct. 5.

CHEFOO.

Kanchow, B. & S., Sept. 12.
Cheongshing, Jardine's, Sept. 18.
Chipshing, Jardine's, Sept. 27.
Kuoichow, B. & S., Sept. 29.
Huichow, B. & S., Oct. 13.

COLOMBO.

Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Sphinx, M.M., Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Tokiwa Maru, N.Y.K., Sept. 27.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Mirzapore, P. & O., Oct. 6.
Chenonceaux, M.M., Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

COPENHAGEN.

Danmark, Manners, Sept. 29.

DALNY.

Chinhua, B. & S., Sept. 17.
Sarpedon, B.F., Sept. 19.
Nanning, B. & S., Sept. 21.

DUTCH PORTS.

Menelaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Danmark, Manners, Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Vogtland, Jebsen, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.
Trier, Melchers, Oct. 17.

FOOCHOW.

Haining, Douglas, Sept. 15.
Cheongshing, Jardine's, Sept. 18.
Haiyang, Douglas, Sept. 18.
Chipshing, Jardine's, Sept. 27.
Kuoichow, B. & S., Sept. 29.
Huichow, B. & S., Oct. 13.

GENOA.

Lyons Maru, N.Y.K., Sept. 15.
Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct 4.
Pres. Monroe, Dollar, Oct. 4.
Vogtland, Jebsen, Oct. 4.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18

GIBRALTAR.

Cathay, P. & O., Sept 12.
Terukuni Maru, N.Y.K., Sept. 19.

GLASGOW.

Ningchow, B.F., Sept. 25.
Aeneas, B.F., Sept. 29.
Asphalion, B.F., Oct. 11.

GOTHENBURG.

Shantung, Gilman's, Sept. 27.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S., Sept. 25.

HAMBURG.

Menelaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Shantung, Gilman's, Sept. 27.
Danmark, Manners, Sept. 29.
Vogtland, Jebsen, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.
Trier, Melchers, Oct. 17.

HAVRE.

Soudan, P. & O., Sept. 19.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.

HONGAY.

Chekiang, B. & S., Sept. 13.

HONOLULU.

Bokuyo Maru, N.Y.K., Sept. 12.
Tatsuta Maru, N.Y.K., Sept. 16.
Asama Maru, N.Y.K., Sept. 30.
Rakuyo Maru, N.Y.K., Oct. 15.

HULL.

Kalyan, P. & O., Sept. 26.

JAPAN PORTS

Burdwan, P. & O., Sept. 12
Bokuyo Maru, N.Y.K., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Pembrokeshire, Jardine's, Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Calchas, B.F., Sept. 13.
Chenonceaux, M.M., Sept. 15.
Duisburg, Jebsen, Sept. 16.
Tatsuta Maru, N.Y.K., Sept. 16.
Ixion, B.F., Sept. 17.
Kamo Maru, N.Y.K., Sept. 18.
Kutsang, Jardine's, Sept. 18.
Tai Ping Yang, Dodwell's, Sept. 18.
Katori Maru, N.Y.K., Sept. 19.
Moncalieri, Dodwell's, Sept. 21.
Gaelic Star, Sept. 23.
Tilawa, B.I., Sept. 24.
Tokushima Maru, N.Y.K., Sept. 24.
Emp. of Asia, C.P.S., Sept. 25.
Hosang, Jardine's, Sept. 25.
Kashmir, P. & O., Sept. 25.
Athos II, M.M., Sept. 29.
Elpenor, B.F., Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Havelland, Jebsen, Sept. 30.
Pyrrhus, B.F., Sept. 30.
Havel, Melchers, Oct. 2.
Glaucus, B.F., Oct. 5.
Nellore, E. & A., Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawa Maru, N.Y.K., Oct. 6.
Kidderpore, P. & O., Oct. 6.
Yuensang, Jardine's, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Santhia, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O., Oct. 10.
Sauerland, Jebsen, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 13.
Nelcus, B.F., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Kashgar, P. & O., Oct. 17.
Nanking, Gilman's, Oct. 18.

JAVA PORTS.

Tjikembang, J.C.J.L., Sept. 15.
Tjileboet, J.C.J.L., Sept. 22.
Tjisadane, J.C.J.L., Sept. 29.
Tjisaroea, J.C.J.L., Oct. 6.
Tjinegara J.C.J.L., Oct. 13.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Lyons Maru, N.Y.K., Sept. 15.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.

LONDON.

Cathay, P. & O., Sept. 12
Menelaus, B.F., Sept. 15
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O., Oct. 10.
Perseus, B.F., Oct. 13.

LOS ANGELES.

Bokuyo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15
Tatsuta Maru, N.Y.K., Sept. 16.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 29.
Pres. Jackson, A.M.L., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.

MANILA

Pres. Taft, Dollar, Sept. 12.
Taiping, B. & S., Sept. 15.
Tjikembang, J.C.J.L., Sept. 15.
Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19.
Shinyo Maru, N.Y.K., Sept. 10.
Pres. Filmore, Dollar, Sept. 20.
Kamo Maru, N.Y.K., Sept. 22.
Atsuta Maru, N.Y.K., Sept. 26.
Pres. Jefferson, A.M.L., Sept. 26.
Shantung, Gilman's, Sept. 27.
Tjisadane, J.C.J.L., Sept. 29.
Emp. of Canada, C.P.S., Oct. 2.
Nankin, E. & A., Oct. 2.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Pres. Madison, A.M.L., Oct. 10.
Tjinegara, J.C.J.L., Oct. 13.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18

MARSEILLES.

Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 15.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Kalyan, P. & O., Sept. 26.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Pres. Monroe, Dollar, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O., Oct. 10.
Chenonceaux, M.M., Oct. 13.
Perseus, B.F., Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

MEXICO.

Rakuyo Maru, N.Y.K., Oct. 15.

NAPLES.

Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Pres. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 15.
Pres. Van Buren, Dollar, Oct. 18.

NEW GUINEA.

Bremerhaven, Melchers, Oct. 10.

NEW YORK, BOSTON, etc.

Pres. Wilson, Dollar, Sept. 15.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Pres. Hoover, Dollar, Sept. 29.
Toba Maru, N.Y.K., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Tweedbank, Bank, Oct. 7
Pres. Jackson, A.M.L., Oct. 13.
Malayan Prince, Furness, Oct. 15
Pres. Van Buren, Dollar, Oct. 18

NEWCHWANG.

Chinhua, B. & S., Sept. 17.
Nanning, B. & S., Sept. 21.

NORTH CHINA PORTS.

Asuka Maru, N.Y.K., Sept. 13.
Sarpedon, B.F., Sept. 18.
Trier, Melchers, Sept. 23.
Havel, Melchers, Oct. 2.
Derflinger, Melchers, Oct. 19.

ORAN.

Shantung, Gilman's, Sept. 27.
Trave, Melchers, Oct. 6.

PAKHOI.

Kingyuan, B. & S., Sept. 25.

PANAMA.

Bokyuo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 29.
Rakuyo Maru, N.Y.K., Oct. 15.

PENANG.

Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Calcutta Maru, N.Y.K., Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Suisang, Jardine's, Sept. 21.
Cremer, J.C.J.L., Sept. 24.
Takada, B.I., Sept. 24.
Shantung, Gilman's, Sept. 27.
Tokiwa Maru, N.Y.K., Sept. 27.
Aeneas, B.F., Sept. 29.
Penang Maru, N.Y.K., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Pres. Monroe, Dollar, Oct. 4.
Sirdhana, B.I., Oct. 4.
Mirzapore, P. & O., Oct. 6.
Kutsang, Jardine's, Oct. 8.
Tilawa, B.I., Oct. 14.
Hosang, Jardine's, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.

PHILADELPHIA.

Tweedbank, Bank, Oct. 7.

PLYMOUTH.

Cathay, P. & O., Sept. 12

PORT SAID.

Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 15.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Terukuni Maru, N.Y.K., Sept. 19.
Ningchow, B.F., Sept. 25.
Col. di Lana, Dodwell's, Sept. 27
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Danmark, Manners, Sept. 29.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct 4.
Asphalion, B.F., Oct. 11.
Chenonceaux, M.M., Oct. 13.
Perseus, B.F., Oct. 13.

RABAUL.

Nankin, E. & A., Oct. 2.
Bremerhaven, Melchers, Oct. 10.

RANGOON.

Calcutta Maru, N.Y.K., Sept. 15.
Penang Maru, N.Y.K., Sept. 29.
Sirdhana, B.I., Oct. 4.

SAIGON.

Lyons Maru, N.Y.K., Sept. 13.
Sphinx, M.M., Sept. 15.
Porthos, M.M., Sept. 29.
Chenonceaux, M.M., Oct. 13.

SANDAKAN.

Yusang, Jardine's, Sept. 14.
Hinsang, Jardine's, Sept. 20.

SAN FRANCISCO.

Bokuyo Maru, N.Y.K., Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Pres. Wilson, Dollar, Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Pres. Jackson, A.M.L., Oct. 13.

SCANDINAVIAN PORTS.

Shantung, Gilman's, Sept. 27.
Danmark, Manners, Sept. 29.

SEATTLE.

Ixion, B.F., Sept. 17.
Pres. Taft, Dollar, Sept. 20.
Pres. Jefferson, A.M.L., Oct. 4.
Hikawa Maru, N.Y.K., Oct. 6.
Tyndareus, B.F., Oct. 17.
Pres. Madison, A.M.L., Oct. 18.

SHANGHAI.

Burdwan, P. & O., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Kanchow, B. & S., Sept. 12.
Pembrokeshire, Jardine's, Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Calchas, B.F., Sept. 13.
Daviken, Jardine's, Sept. 13.
Szechuen, B. & S., Sept. 13.
Chenonceaux, M.M., Sept. 15.
Soochow, B. & S., Sept. 15.
Duisburg, Jebsen, Sept. 16.
Hopsang, Jardine's, Sept. 16.
Tatsuta Maru, N.Y.K., Sept. 16.
Chinhua, B. & S., Sept. 17.
Tsinan, B. & S., Sept. 17.
Kutsang, Jardine's, Sept. 18.
Sarpedon, B.F., Sept. 18.
Tai Ping Yang, Dodwell's, Sept. 18.
Katori Maru, N.Y.K., Sept. 19.
Sandviken, Jardine's Sept. 20.
Shantung, B. & S., Sept. 20.
Moncalieri, Dodwell's, Sept. 21.
Nanning, B. & S., Sept. 21.
Cracovia, Dodwell's, Sept. 22.
Gaelic Star, Sept. 23.
Tjikarang, J.C.J.L., Sept. 23.
Trier, Melchers, Sept. 23.
Yatshing, Jardine's, Sept. 23.
Emp. of Asia, C.P.S., Sept. 25.
Kashmir, P. & O. Sept. 25.
Athos II, M.M., Sept. 29.
Elpenor, B.F., Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Havelland, Jebsen, Sept. 30.
Pyrrhus, B.F., Sept. 30.
Java, Manners, Oct. 1.
Tjinegara, J.C.J.L., Oct. 1.
Havel, Melchers, Oct. 2.
Glaucus, B.F., Oct. 5.
Nellore, E. & A., Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawa Maru, N.Y.K., Oct. 6.
Kidderpore, P. & O., Oct. 6.
Gleniffer, Jardine's, Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O., Oct. 10.
Sauerland, Jebsen, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 12.
Nelcus, B.F., Oct. 13.
Kashgar, P. & O., Oct. 17.
Nanking, Gilman's, Oct. 18.
Derflinger, Melchers, Oct. 19.

SINGAPORE.

Cathay, P. & O., Sept. 12.
Anshun, B. & S., Sept. 13.
Lyons Maru, N.Y.K., Sept. 13.
Yamagata Maru, N.Y.K., Sept. 14.
Calcutta Maru, N.Y.K., Sept. 15.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Chenonceaux, M.M., Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

SOUTH AMERICAN PORTS.

Bokuyo Maru, N.Y.K., Sept. 12.
Rakuyo Maru, N.Y.K., Oct. 15.

SUEZ CANAL.

Lyons Maru, N.Y.K., Sept. 13.
Sphinx, M.M., Sept. 15.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct 4.
Pres. Monroe, Dollar, Oct. 4.
Chenonceaux M.M., Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

SWATOW.

Anshun, B. & S., Sept. 13.
Daviken, Jardine's, Sept. 13.
Kiangsu, B. & S., Sept. 13.
Szechuen, B. & S., Sept. 13.
Haining, Douglas, Sept. 15.
Soochow, B. & S., Sept 15
Hopsang, Jardine's, Sept. 16.
Cheongshing, Jardine's, Sept. 18.
Haiyang, Douglas, Sept. 18.
Kaying, B. & S., Sept. 20.
Sandviken, Jardine's Sept. 20.
Shantung, B. & S., Sept. 20.
Yatshing, Jardine's, Sept. 23.
Chipshing, Jardine's, Sept. 27.
Kuoichow, B. & S., Sept. 29.
Huichow, B. & S., Oct. 13.

TIENTSIN.

Kanchow, B. & S., Sept. 12.
Cheongshing, Jardine's, Sept. 18.
Chipshing, Jardine's, Sept. 27.
Kuoichow, B. & S., Sept. 29.
Huichow, B. & S., Oct. 13.

TRIESTE AND VENICE.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

TSINGTAO.

Daviken, Jardine's, Sept. 13.
Szechuen, B. & S., Sept. 13.
Soochow, B. & S., Sept. 15.
Hopsang, Jardine's, Sept. 16.
Sarpedon, B.F., Sept. 18.
Sandviken, Jardine's Sept. 20.
Shantung, B. & S., Sept. 20.
Yatshing, Jardine's, Sept. 23.

VANCOUVER, B.C.

Emp. of Japan, C.P.S., Sept. 12.
Ixion, B.F., Sept. 17.
Emp. of Asia, C.P.S., Sept. 25.
Hikawa Maru, N.Y.K., Oct. 6.
Emp. of Canada, C.P.S., Oct. 10.
Tyndareus, B.F., Oct. 17.

VICTORIA, B.C.

Emp. of Japan, C.P.S., Sept. 12.
Ixion, B.F., Sept. 17.
Pres. Taft, Dollar, Sept. 20.
Emp. of Asia, C.P.S., Sept. 25.
Pres. Jefferson, A.M.L., Oct. 4.
Emp. of Canada, C.P.S., Oct. 10.
Pres. Madison, A.M.L., Oct. 18.

VLADIVOSTOCK.

Pembrokeshire, Jardine's, Sept. 12.
Gleniffer, Jardine's, Oct. 9.

WEIHAIWEI.

Sarpedon, B.F., Sept. 18
Kuoichow, B. & S., Sept. 29.
Huichow, B. & S., Oct. 13.

SHIPPING MOVEMENTS.

R.M.S. Empress of Asia arrived at Kobe yesterday at 7 a.m., leaves to-day at 6 p.m., is due at Nagasaki to-morrow at 5 a.m. and leaves the same day for Hong Kong and Shanghai, noon.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "BURDWAN."

ARRIVED HONG KONG ON 11TH SEPTEMBER, 1931.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 1st October, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 11th Sept., 1931. [1170

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "MANTUA."

ARRIVED HONG KONG ON 10TH SEPTEMBER, 1931.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 30th September, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 10th Sept., 1931. [1166

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "IXION" FROM SEATTLE, VANCOUVER AND VICTORIA VIA JAPAN are requested to take Delivery of Flour and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Vessel as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will lie also at their risk and expense and subject to the Terms and Conditions of Storage at Holt's Wharf. Vessel will commence Discharge on 9th September.

General Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from the Godown on and after 9th September.

All broken, chafed, and damaged Goods are to be left in the Godowns; where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after 15th September will be subject to Rent.

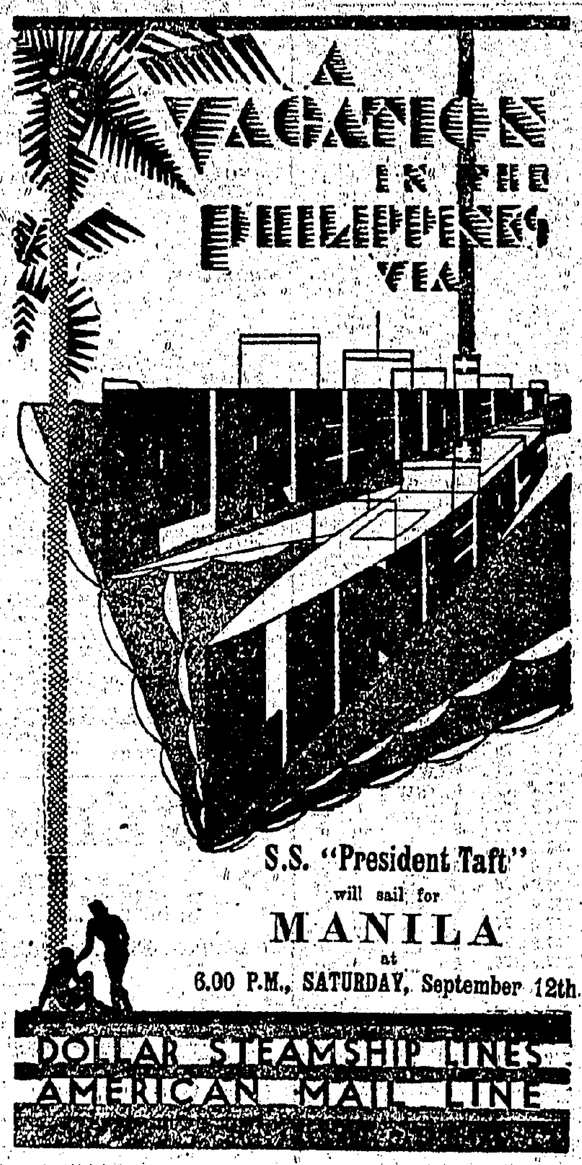
All Claims against the Vessel must be presented to the Undersigned on or before 29th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

9th September, 1931. [1165

GOODWOOD HOTEL,
83-87, QUEENSBOROUGH TERRACE, HYDE PARK, LONDON, W.2.
Two minutes Kensington Gardens Buses and Tubes.
HOT AND COLD RUNNING WATER. GAS FIRES ALL BED ROOMS. PASSENGER LIFT.
Noted for healthy position, quiet, cleanliness, excellent food and attendance. Terms from 3 gns. per week, including four meals, baths, light and attendance from 12/6 daily. NO EXTRAS.
Resident Proprietress:—MRS. M. GODMAN.
Tariffs from DAILY PRESS office.



S.S. "President Taft"
will sail for
MANILA
at
6.00 P.M., SATURDAY, September 12th.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

HAMBURG-AMERIKA LINIE

HAPAG

FAR EASTERN MAIL—FREIGHT—and PASSENGER SERVICE — between: JAPAN, CHINA, HONG KONG, PHILIPPINES, STRAITS SETTLEMENTS, COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL.	DESTINATION.	LEAVING HONG KONG.
M.V. "BURGENLAND"	(1) Genoa, Marseilles, Havre, Rotterdam & Hamburg	
M.V. "VOGTLAND"	(1) Genoa, Rotterdam & Hamburg	4 Oct.
M.V. "DUISBURG"	(1) Genoa, Barcelona, Rotterdam & Hamburg	16 Oct.
M.V. "HAVELLAND"	(2) Genoa, Rotterdam & Hamburg	24 Oct.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

		DUE HONG KONG.
M.V. "DUISBURG"	(1)	16 Sept.
M.V. "HAVELLAND"	(2)	30 Sept.
M.V. "SAUERLAND"	(1)	11 Oct.
M.V. "RAMSES"	(1)	25 Oct.

Subject to Alteration without Notice.

(1) Excellent Accommodation for Passengers, Qualified Surgeon carried. Fare from Hong Kong to Genoa from £70. 0. 0.

(2) Limited Passenger Accommodation, Qualified Surgeon carried.

For further particulars please apply to Agents:—

JEBSEN & CO.
AGENTS.
12, Pedder Street, Hong Kong. Tel. 26661.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd October, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD., Agents.

Hong Kong, 11th Sept., 1931. [1169

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "PEMBROKESHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 18th Sept., 1931, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 17th Sept., 1931, at 10 a.m. Claims against the Steamer, including those for Cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., Agents.

Hong Kong, 11th Sept., 1931. [1168

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

FRIDAY, SEPT. 11.

Buyers	Sellers	Sales	Nominal		Buyers	Sellers	Sales	Nominal
				Banks				
...	...	...	$2,040	H.K. Banks	$2,035	...	...	...
...	...	...	£98	Do. (London)	...	...	...	...
...	...	...	£11⅜	Chartered Banks	...	...	...	£12½
...	...	...	£18½	Mercantile Bks. "A"	...	£20½	...	...
...	...	...	£12⅜	Do. "C"	...	£10	...	...
...	...	...	$134	Bank of East Asia	$135	...	...	...
...	...	...	...	N. C. & S. Banks	$7.60	...	$7.70	...
				Insurances				
$1,530	...	...	...	Canton Insurances	$1,540	...	...	...
...	...	...	$6.15	Underwriters	...	...	...	$6.15
...	...	...	...	North Chinas	...	...	...	T.160
...	...	$660	...	Union Insurances	$558	...	...	...
...	...	...	...	Yangtsze Insurance	...	...	...	$60
...	...	...	$800	China Fires	$750	...	...	...
$1,470	...	...	...	H.K. Fires	$1,425	...	...	...
				Shipping				
...	...	...	$24	Douglases	...	...	...	$23½
...	...	...	$28½	Steamboats	...	...	...	$28
...	...	...	$40	Indos (pref.)	...	...	...	$40
...	...	...	$30	Do. (def.)	...	...	...	$30
...	...	...	35/7½	Shell Transports	38/-	42/-	...	...
$28½	...	...	...	Water-boats	$29½	...	...	...
				Mining				
$11½	...	...	...	Benguets	$11½	...	...	...
...	$2½	...	...	Venzuela Gold Flds.	...	...	...	$2
...	...	...	27/6	Kailans	...	...	...	30/-
...	...	...	...	Langkats (comb.)	...	...	...	T.13
...	...	...	$4.95	Do. (single)	...	...	...	$6½
...	...	...	T1.85	Explorations	...	...	...	T1.85
...	...	...	T.4½	Shanghai Loans	...	...	...	T4.30
$41	...	...	...	Raubs	$40	$41	...	...
...	...	...	...	Tronoh Mines	...	...	...	11/-
				Docks, Wharves, Godowns, etc.				
...	$166	16b/½	...	H.K. & K. Wharfs	$165	...	...	...
$6.20	$6.40	...	...	Providents (old)	...	$6.45	...	...
...	...	...	$3.20	Do. (new)	$3.15	$3.20	...	...
...	...	...	$28	H.K. Docks	$28	$30	...	...
...	...	...	$10	S. China Motors "A"	...	...	...	$10
$10½	$11	...	...	Do. "B"	...	...	...	$10
...	...	...	T.105	Shanghai Docks	...	...	...	T.105
...	...	...	T6.10	New Engineerings	T6.20	...	...	...
...	...	...	T.270	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
$16½	$17	$17	...	H.K. Hotels (old)	$17	$17.15	17.10/-	20
...	$16.40	...	...	Do. (new)	...	$16.60	...	...
$91	...	$91	...	H.K. Lands	$91	$91½	$91½	...
...	...	$48	...	Shanghai Lands	...	...	...	...
$17½	...	17.40/-	...	H.K. Realtys	...	$17.40	...	...
...	...	...	$22½	Humphreys (old)	...	$22.30	22/.40	...
...	...	...	$22½	Do. (new)	...	...	...	$21.80
...	...	...	$94	Chinese Estates	...	...	...	...
				Cotton Mills				
T.15½	...	...	...	Ewos	T15.30	...	T15.40	...
...	...	...	T.104	S'hai Cottons	...	...	...	T.104
T.12	...	...	...	Zoong Sings	...	...	...	T.12
				Public Utilities				
$22½	...	...	...	Tramways	$22.60	$22.70	$22.70	...
...	...	...	$14½	Peak Trams (old)	$14½	...	...	...
...	...	...	$6.35	Do. (new)	$7	...	...	...
$95	...	$95½	...	Star Ferries	$95½	...	...	...
$28½	...	...	...	Yaumati Ferries	$26	...	...	...
$29½	$30	29½/3	...	China Lights	$29½	$30	$30	...
...	$34	$34	...	H.K. Electrics	$33½	$33½	$33½	...
...	...	...	$23	Macao do.	...	...	...	...
...	...	...	$12	Sandakan Lights	...	...	...	...
...	...	...	$45	Telephones (fully pd.)	...	...	...	...
$35½	...	$36	...	Do. (part pd.)	$35½	$36½	$36	...
...	...	...	T17.60	China Buses	...	...	...	...
...	...	...	3/9	Tractions	...	...	...	7/-
...	...	...	19/-	Do. (pref.)	...	...	...	...
				Industrials				
$0.80	...	...	...	China Sugars	...	...	...	...
...	...	...	$39	Malabon Sugars	...	...	...	$37
...	...	...	T.14	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.10½	Macgregors (pref.)	...	...	...	...
...	...	...	$8.10	Canton Ices	$8	$8.40	...	...
$20.10	...	...	...	Cements (comb.)	$20.10	$20.20	$20	...
...	...	...	$18½	Do. (old)	...	...	...	$15
...	...	...	$6	Do. (new)	$5½	...	...	...
...	$21½	...	...	Ropes	...	...	$21.80	...
				Miscellaneous				
...	...	...	$23½	Dairy Farms	$33½	$33.80	...	...
...	...	...	$1	Dor A. Wings	...	...	...	...
$26½	...	$26½	...	Amusements (old)	$26½	...	...	...
$23	...	...	...	Do. (new) "A"	$23½	...	...	...
$23	...	...	...	Do. (new) "B"	$23	...	...	...
$15	...	...	$15	Ch. E'tainments (old)	$15½	...	...	...
...	...	...	...	Do. (new)	...	...	...	$15½
cum r.	$14½	...	...	Constructions	...	$14	$14.20	...
$1.40	rights	...	...	Do.	...	...	...	...
...	...	...	$8.20	Lane Crawfords (old)	$8.10	$8.30	$8.30	...
...	...	...	$8	Do. (new)	$7.70	...	...	...
...	...	...	$19	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	$4.20	...	...	...
...	...	...	$18½	Sinceres	$19½	...	...	...
...	$17½	...	...	Watsons	...	$17½	...	...
...	...	...	$3.60	Wm. Powells	...	...	...	$3.60
...	...	...	$13½	S. C. Enterprises	$11	...	...	...
72%/-	...	...	...	B. Ind. G.'s Bonds	73%/-	...	...	...
...	...	prem.	54%/-	H.K. Govt. Loans	...	$105½	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Shenungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Shenungwan Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.
Samshui and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	9.00 a.m.
Macao & Tainshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. & 1.30 p.m.	8.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	8.30 a.m. & 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan and Wuchow (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	1.00 p.m.		11.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.00 a.m.	
Chungchow	1.00 p.m. & 5.00 p.m.		11.00 a.m. & 5.00 p.m.	
Aberdeen	8.00 a.m.		8.00 a.m.	
Stanley	12.30 p.m.		11.00 a.m.	
Autau	9.30 a.m.		8.30 a.m.	
Pingshan, Santin, Shatin, Shatankok and Sheungshui	9.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		10.30 a.m.	
Namtau, Shekki & Taiping (Fumun)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

POSTAL RATES.

Letters.	Local	3 cts.
	China and Macau	4 cts. per oz.
	British Empire (except via Siberia)	12 cts.
	Foreign Countries and British Empire via Siberia	20 cts. first oz. 10 cts. each succeeding oz.
Postcards.	Local, China and Macau	2 cts. each
	All other places	8 cts. each

The Registration fee is in each case 20 cents.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.

Times of closing Shanghai-Manchouli Airmails are advertised on the Outward Mail list below.

INWARD MAILS.

FROM	PER	DUE
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 22nd August)	*Pres. Taft*	12th Sept. (Ship due 8 p.m., 11th)
SHANGHAI and AMOY	*Nanning*	13th Sept.
SHANGHAI and AMOY	*Tyikembang*	13th Sept.
MANILA	*Pres. Wilson*	14th Sept.
SHANGHAI and AMOY	*Tsinan*	14th Sept.
JAVA via BATAVIA	*Tjisadane*	15th Sept.
CALCUTTA and STRAITS	*Kutsang*	15th Sept.
SAIGON	*Chenoncoeaux*	15th Sept.
JAPAN and SHANGHAI	*Sphinx*	15th Sept.
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver B.C., 29th Aug.)	*Empress of Asia*	17th Sept.
AUSTRALIA and MANILA	*Kamo Maru*	17th Sept.
LONDON Parcels only (London, 13th Aug.)	*Sarpedon*	18th Sept.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 22nd Aug.)	*Shinyo Maru*	18th Sept.
JAPAN and SHANGHAI	*Terukuni Maru*	18th Sept.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 21st August	*Pres. Fillmore*	19th Sept.
STRAITS	*Katori Maru*	19th Sept.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 28th August)	*Pres. Hoover*	21st Sept.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
		Saturday, 12th,
Shanghai, *Japan, Canada, U.S.A., C. and South America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 27th Sept., and *EUROPE via Siberia	*Emp. of Japan*	Reg. 8.45 A.M. Let. 9.30 A.M.
		Kowloon P. O. Reg. 9.00 A.M. Letters 10.00 A.M. *G.P.O.* Reg. 9.45 A.M. Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 9th October	*Cathay*	
Japan and *South American Ports	*Bokuyo Maru*	10.00 A.M.
Shanghai	*Pembrokeshire*	2.30 P.M.
Port Bayard	*Wing Lee*	2.30 P.M.
Straits	*Lyeemoon*	3.30 P.M.
Manila	*Pres. Taft*	4.30 P.M.
Amoy	*Anshun*	5.00 P.M.
		Sunday, 13th,
Swatow, Amoy and Formosa	*Canton Maru*	9.00 A.M.
Bangkok via Swatow	*Kiangya*	9.00 A.M.
		Monday, 14th,
Swatow	*Hydrangea*	3.00 P.M.
Sandakan	*Yuwang*	3.30 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 26th September	*Taiping*	Parcels 5.00 P.M. Reg. 15th 2.45 A.M. Letters 10.30 A.M.
		Tuesday, 15th,
*Manila and Java via Sourabaya	*Tjikembang*	9.30 A.M.
Shanghai, Japan Honolulu, U.S.A., *Canada, Central and South America and *EUROPE via San Francisco—due San Francisco, 6th October	*Pres. Wilson*	Parcels 10.00 A.M. Reg. 11.45 A.M. Letters 12.30 P.M.
Fort Bayard, Hoihow, Pakhoi and Haiphong	*Tonkin*	Noon
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 15th October	*Menelaus*	*Kowloon P. O.* Reg. 1.00 P.M. Letters 1.00 P.M. *G.P.O.* Reg. 1.45 P.M. Letters 2.30 P.M.
Saigon, *Straits, Ceylon, India, Mauritius, E. and S. Africa, *Egypt and *EUROPE via Marseilles—due Marseilles, 17th October	*Sphinx*	*Kowloon P.O.* Reg. 10.00 A.M. Letters 1.00 P.M. *G.P.O.* Reg. 1.15 P.M. Letters 2.00 P.M.
Shanghai, *Japan and *EUROPE via Siberia	*Chenonceaux*	2.00 P.M.
Swatow, Amoy and Foochow	*Hai Ning*	2.00 P.M.
		Kowloon P.O. 15th. 4.30 P.M.
Ordinary Letters only for EUROPE superscribed "Via Siberia: Air Mail Shanghai-Manchouli"	*Taiyuan Maru*	16th, 8.30 A.M.
Shanghai, Japan, Honolulu, U.S.A., *Canada, C. and S. America, and *EUROPE via San Francisco—due San Francisco, 7th October, and *EUROPE via Siberia	*Taiyuan Maru*	Reg. 15th, 5.00 P.M. Let. 16th, 8.30 A.M.
		Wednesday, 16th,
Amoy	*Tjisadane*	8.30 A.M.
Swatow	*Hopsang*	10.30 A.M.
		Thursday, 17th,
Japan and *Canada, via Victoria, B.C.—due Victoria, B.C., 18th October	*Ixion*	10.30 A.M.
Manila	*Empress of Asia*	4.30 P.M.
Amoy	*Kuteang*	5.00 P.M.
		Friday, 18th,
Japan	*Kamo Maru*	9.30 A.M.
Foochow via Swatow	*Ukeongi Shing*	10.30 A.M.
Swatow, Amoy and Foochow	*Haiyang*	1.00 P.M.
		Kowloon P.O. Reg. 4.30 P.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 16th October	*Terukuni Maru*	Letters 4.30 P.M. *G.P.O.* Reg. 5.00 P.M. Letters 6.00 P.M.
		Saturday, 19th,
Manila	*Shinyo Maru*	2.30 P.M.
Shanghai, Japan and *EUROPE via Siberia	*Katori Maru*	3.30 P.M.

Ordinary Letters only for EUROPE superscribed "Via Siberia: Air Mail Shanghai-Manchouli"

*Superscribed correspondence only.

CHINA NAVIGATION
COMPANY, LIMITED.

Shanghai, Chefoo & Tientsin	"KANCHOW"	On 12th Sept.,	3 p.m.
Amoy, Swatow & Singapore	"ANSHUN"	On 13th Sept.,	8 a.m.
Hongay	"CHEKIANG"	On 13th Sept.,	Noon
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 13th Sept.,	3 p.m.
Swatow & Bangkok	"KIANGSU"	On 13th Sept.,	4 p.m.
Swatow, Shanghai & Tsingtao	"SOOCHOW"	On 15th Sept.,	3 p.m.
Amoy & Shanghai	"TSINAN"	On 17th Sept.,	D.L.
S'hai., Newchwang & Dalny	"CHINHUA"	On 17th Sept.,	5 p.m.
Swatow, Shanghai & Tsingtao	"SHANTUNG"	On 20th Sept.,	Noon
Swatow & Bangkok	"KAYING"	On 20th Sept.,	3 p.m.
S'hai., Newchwang & Dalny	"NANNING"	On 21st Sept.,	5 p.m.
Hoihow, Pakhoi & Haiphong	"KINGYUAN"	On 25th Sept.,	Noon
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	On 29th Sept.,	3 p.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	On 13th Oct.,	2 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents,

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" " " " LONDON (via Australia) from £136-15-0.
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STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
Taiping	In Port	15th Sept.	18th Sept.	4th Oct.
Changte	9th Oct.	20th Oct.	23rd Oct.	8th Nov.
Taiping	6th Nov.	17th Nov.	20th Nov.	6th Dec.
Changte	11th Dec.	18th Dec.	21st Dec.	6th Jan.

AUSTRALIAN-ORIENTAL LINE, LIMITED
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THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "ANNAM"
on or about 9th SEPTEMBER
For PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, LEITH, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailings:—	Shanghai, etc.	Continent, etc.
M.S. "Danmark"	—	29th September
M.S. "Java" ...	1st Oct.	1st Nov.
M.S. "Malaya" ...	28th Oct.	28th Nov.
M.S. "Afrika" ...	28th Nov.	29th Dec.

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Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. "COL. DI LANA" (cargo boat).	—	27th Sept.
S.S. "MONCALIERI" (cargo boat) .	21st Sept.	25th Oct.
* S.S. "CRACOVIA" (passenger boat).	22nd Sept.	4th Oct.

* Outward Voyage to Shanghai only.

Attention is called to the s.s. "Gange", which will make the voyage Hong Kong/Italy in 24 days, thus allowing London passengers to reach destination in 26 days.

For Freight and Passages apply to:—
DODWELL & CO., LTD., Agents.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	SEPTEMBER 10, 1931. Hong Kong Standard Time	Barometer at Sea Level. Inches	Millrs.	Temperature	Variation	Wind. Direction	Force (Beaufort)	Weather (Beaufort)	SEPTEMBER 11, 1931. Hong Kong Standard Time	Barometer at Sea Level. Inches	Millrs.	Temperature	Variation	Wind. Direction	Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.89	759.3	56	...	SSW	2	o	6	29.91	759.8	60	...	...	0	f
Nemuro	11	30.04	763.0	...	...	SSE	1	...	5	29.88	759.0	...	...	NE	1	...
Hakodate	"	29.90	759.5	...	...	ESE	2	...	"	29.90	759.5	...	...	...	0	...
Tokio	"	...	...	...	...	NW	2	...	"	29.86	758.5	...	...	...	0	...
Kochi	"	29.84	758.0	...	...	N	1	...	"	29.92	760.0	...	...	WSW	1	...
Nagasaki	"	29.82	759.0	...	...	ESE	1	...	"	29.86	758.5	...	...	SE	2	...
Kagoshima	"	29.86	758.5	...	...	S	1	...	"	29.86	758.5	...	...	...	0	...
Oshima	"	29.78	756.5	...	...	S	3	...	"	29.84	758.0	...	...	S	1	...
Naha	"	29.76	756.0	...	...	SSE	4	...	"	29.82	757.5	...	...	SSE	3	...
Ishigakijima	"	29.72	755.0	...	...	WSW	4	...	"	29.75	755.5	...	...	SSW	4	...
Bonin Island	"	29.92	760.0	...	...	W	1	...	"	29.98	761.0	...	...	...	...	...
Chefoo	15	29.85	758.2	72	...	SW	1	o	6	29.79	756.6	68	...	SSE	1	o
Shanghai	14	29.79	756.6	83	8	ENE	2	bc	"	29.78	755.2	76	4	NNE	2	o
Gutzlaff	"	29.79	756.5	80	...	NNE	4	b	"	29.70	754.4	77	...	NW	4	o
Wenchow	"	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
Foochow	"	29.74	755.4	84	6	S	2	bc	7	29.74	755.4	81	6	NW	2	b
Amoy	"	29.68	753.9	86	8	S	4	b	6	29.71	754.6	80	6	W	2	bc
Swatow	"	29.67	753.6	87	...	SSE	2	bc	"	...	...	...	...	...	...	...
Taihoku	11	29.73	755.2	88	...	NW	2	o	5	29.70	754.4	77	...	...	0	o
Taichu	"	29.75	755.6	85	...	NW	2	bc	"	29.75	755.6	79	...	...	0	o
Tainan	"	29.72	755.0	79	...	ESE	2	r	"	29.77	756.1	77	...	SSW	2	r
Koshun	"	29.75	755.6	77	...	...	0	r	"	...	...	...	...	...	...	...
Pescadores	"	29.73	755.2	88	...	SSE	2	o	"	29.72	754.8	81	...	WSW	4	o
Hong Kong	14	29.70	754.4	87	8	W	3	bc	6	29.75	755.6	79	6	S	1	bc
Gap Rock	"	29.72	754.9	83	8	SW	3	cp	"	29.74	755.4	83	7	WSW	4	o
Macao	"	29.68	753.8	88	4	S	2	bc	"	29.70	754.4	79	4	WNW	2	o
Hoihow	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Pratas Island	"	29.74	755.4	88	8	W	4	o	6	29.76	755.9	81	6	WSW	4	o
Phulien	15	29.67	752.5	81	8	ENE	4	o	7	29.70	754.4	74	6	ENE	2	r
Tourane	"	29.68	753.8	91	8	ENE	2	b	"	29.71	754.7	85	8	SE	2	b
Cape St. James	"	29.81	757.2	88	8	SSW	2	b	"	29.82	757.4	79	8	W	2	bc
Basco	14	29.72	755.0	86	8	SW	2	•	6	29.79	756.7	81	6	WSW	2	o
Aparri	"	29.71	754.8	94	6	SSE	4	o	"	29.82	757.4	77	6	SW	2	o
Tuguegarao	"	29.70	754.3	94	6	...	0	bc	"	29.81	757.2	76	1	...	0	bc
Vigan	"	29.75	755.6	88	8	WSW	4	o	"	29.80	757.0	77	8	...	0	o
Manila	"	29.78	756.8	91	8	ESE	2	bc	"	29.88	757.6	77	6	...	0	o
Legaspi	"	29.78	756.5	94	8	E	2	bc	"	29.88	757.6	77	6	...	0	bc
Calboyog	"	29.79	756.8	88	8	SSE	4	bc	"	29.84	757.8	78	8	N	2	bc
Tacloban	"	29.78	756.3	86	8	S	4	o	"	29.84	757.9	79	6	SW	2	bc
Iloilo	"	29.74	755.4	88	8	S	2	o	"	29.80	757.0	77	6	...	0	o
Cebu	"	29.76	755.9	88	8	NNE	4	o	"	29.81	757.2	79	6	...	0	bc
Surigao	...	29.78	756.3	86	8	NE	2	o	"	29.89	757.3	76	6	...	0	o
Saipan	11.00	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Guam	12.28	29.72	755.2	...	6	N	2	bc	4.22	...	...	...	...	...	...	...
Yap	11.00	29.79	756.7	...	6	ESE	2	r	5	...	...	...	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.94	760.4	86	6	S	6	bc	6	29.90	759.4	78	1	S	...	o

September 10*d.* 14*h.* 58*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 27° N. Long. 124° E., moving N.W.

September 11*d.* 9*h.* 45*m.*—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 30° N. Long. 124° E., moving N.

September 11*d.* 10*h.* 35*m.*—The typhoon is about 200 miles S.E. of Shanghai moving North.

A depression is central to the South of Hanoi.

Manila, warning, 10*d.* 14*h.* 50*m.*:—Typhoon in Lat. 27° N. Long. 124° E., moving N.N.W. Recd. 10*d.* 15*h.* 30*m.*

Shanghai warning, 11*d.* 9*h.* 15*m.*:—Typhoon of unknown intensity within 60 miles of Lat. 30° N. Long. 123° E., moving N.N.W. Recd. 11*d.* 9*h.* 20*m.*

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 67.86 inches, against an average of 69.55 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 12.

District.	Forecast.
1.—Shanghai to Turnabout	W. winds, moderate; fine generally, Wenchow to Hong Kong.
2.—Turnabout to Hong Kong	
3.—Hong Kong to Gap Rock	
4.—Hong Kong to Hainan Straits	Light, variable winds, fair to showery.
5.—North China Sea	None.

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 11

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.67	29.77	29.70
Temperature	86	86	85
Humidity	70	85	82
Wind—			
Direction	W	NW	S
Force	3	2	2
Weather	BC	BC	C
Rain	0.23	0.00	0.56

Highest open-air Temperature, 10:88
Lowest open-air Temperature, 11:79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

DONT FORGET

THAT WHEN You are at Home you can get the HONG KONG DAILY PRESS at SELFRIDGES.

HONG KONG TIDE TABLE.

From September 12 to 16, 1931.

Days of Week	Date of Month	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	12	09 05	7 9	02 26	2 9
		22 10	5 7	15 40	0 8
Sun.	13	09 53	7 7	03 15	2 4
		23 35	5 9	16 15	1 2
Mon.	14	10 41	7 2	04 00	2 0
		23 05	8 1	16 49	1 6
Tues.	15	11 34	6 6	04 50	1 8
		23 26	6 4	17 20	2 2
Wed.	16	—	—	05 45	1 7
		12 28	5 8	17 50	2 7
Thur.	17	00 10	6 5	06 49	1 9
		13 30	5 0	18 18	3 4
Fri.	18	00 46	6 7	08 10	2 0
		14 54	4 4	18 33	3 9

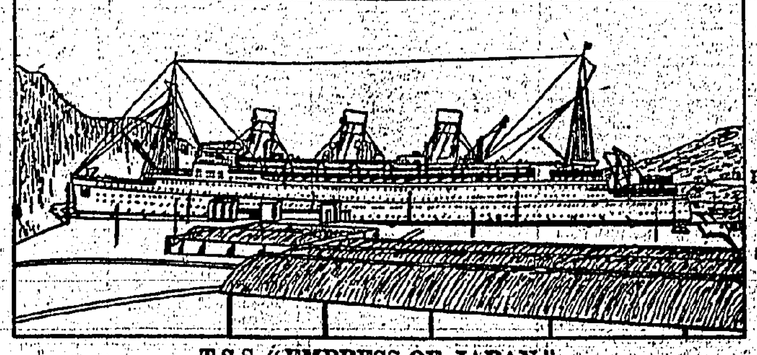
THE HONGKONG & WHAMPOA DOCK CO., LTD.,

Head Office and Works:

Telegrams: "MANIFESTO, HONGKONG." KOWLOON, HONG KONG *Telephones* HONGKONG OFFICE 28020 KOWLOON DOCK 58065.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.

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Harbour Call Flags: Engineer "K." Boilermaker "V." Shipwright "I."

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock.—Dims.: 686'-0" O.A. x 83'-6" x 43'-6" Mld.—26,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 30'-6" over sill, H.W.O.S.T.

Salvage Tug "Henry Keswick," 2,000 I.P.H. Wireless Call Signal: V.P.B.T. and Flag Call Signal:—T.H.Q.B. Shearlegs capable of lifting 80 tons.

Codes Used:—A1, A.B.C. Fifth Edition: Engineering, First and Second Edition, Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:
R. H. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"DAVIKEN"	Sun., 13th Sept., at Noon
	"HOPSANG"	Wed., 16th Sept., at Noon
	"SANDVIKEN"	Sun., 20th Sept., at Noon
	"YATSHING"	Wed., 23rd Sept., at Noon
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Mon., 21st Sept., at 3 p.m.
	"KUTSANG"	Thurs., 8th Oct., at 3 p.m.
	"HOSANG"	Satur., 17th Oct., at 3 p.m.
OSAKA via AMOY, S'HAI & KOBE	"KUTSANG"	Fri., 18th Sept., at 7 a.m.
OSAKA via AMOY & KOBE	"HOSANG"	Fri., 25th Sept., at 7 a.m.
	"YUENSANG"	Wed., 7th Oct., at 7 a.m.
SANDAKAN	"YUSANG"	Mon., 14th Sept., at 5 p.m.
	"HINSANG"	Sun., 20th Sept., at 3 p.m.
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSHING"	Fri., 18th Sept., at Noon
	"CHIPSHING"	Sun., 27th Sept., at Noon

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Fare of $225.00 to KOBE. These Return Tickets are available for Three Months.

For Freight or Passage, apply to—
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GENERAL MANAGERS.
TELEPHONE: 30311. [5

GLEN LINE.

FARE: HONG KONG TO LONDON:—
1ST JUNE/30TH NOVEMBER £85. 12. 0d.
1ST DECEMBER/31ST MAY £82. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK:

Steamship	"PEMBROKESHIRE"	12th September
Steamship	"GLENIFFER"	9th October
Motor Vessel	"GLENOGLE"	23rd October
Motor Vessel	"GLENBEG"	6th November

For Freight, Passage and further Particulars, apply to
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NORD DEUTSCHER LLOYD

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THROUGH BOOKINGS TO LONDON: Cabin class only
THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	M.S.	"FULDA" †	departure 19th Sept.
Freight	M.S.	"Trave" *	departure 5th Oct.
Pass.	S.S.	"TRIER"	departure 17th Oct.
Freight	M.S.	"Havel" *	departure 4th Nov.

* Calling at London. † Calling at Lisbon.

Passenger steamers sailing via Manila and Ports to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & JAPAN & N. CHINA (Passenger steamers N. CHINA (Freight strs.

Pass.	S.S.	"TRIER"	due here 23rd Sept.
Freight	M.S.	"Havel"	due here 2nd Oct.
Pass.	S.S.	"DERFFLINGER" ...	due here 19th Oct.
Freight	S.S.	"Main"	due here 31st Oct.
Pass.	S.S.	"SAARBRUECKEN" ...	due here 17th Nov.

HONG KONG—NEW GUINEA

Next sailing to RABAUL and Ports,
S.S. "BREMERHAVEN" on about 10TH OCT., 1931.

MELCHERS & CO.,

AGENTS, HONG KONG,
Telephone 26378. 3, Chater Road. Queen's Building.
Canton Agents: JEBSEN & CO., SHAMEEN B.C.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

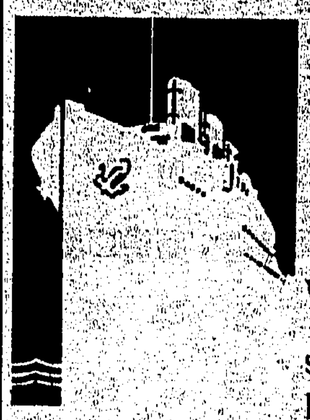
REGULAR SERVICE of Fast High Class Coast Steamers, Sailing subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING		Tuesday,	the 15th Sept., at 3 p.m.
HAIYANG		Friday,	the 18th Sept., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of $35.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.
General Managers.



EMPRESS OF JAPAN
MAMMOTH WONDER SHIP
of the Pacific
39,000 Displacement
26,000 Gross Tons
Sails for
Victoria and Vancouver
Calling at
SHANGHAI—KOBE—YOKOHAMA
NOON—SATURDAY
12 SEPTEMBER.

	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 23
Empress of Asia	Nov. 20	Nov. 23	Nov. 26	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe
£120—£112—£83—£79

HONG KONG—MANILA

	Leave Hong Kong	Arrive Manila
EMPRESS OF ASIA ...	Sept. 17	Sept. 19
EMPRESS OF CANADA ...	Oct. 2	Oct. 4

Ask about the New Low Empress tourist Cabin Fares

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Also The Exceptional Summer fares to Japan

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N.Y.K. LINE

REDUCE THROUGH TICKETS To EUROPE Via U.S.A.
VARYING From £79 To £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TATSUTA MARU Wednesday, 16th Sept.
ASAMA MARU Wednesday, 30th Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU Tuesday, 6th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
TERUKUNI MARU Saturday, 19th Sept.
HAKUSAN MARU Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports
ATSUTA MARU Saturday, 26th Sept.
KAMO MARU Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.
† YAMAGATA MARU Monday, 14th Sept.
† TOKIWA MARU Sunday, 27th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU Thursday, 15th Oct.

NEW YORK, BOSTON via PANAMA.
† TOBA MARU Tuesday, 29th Sept.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
† LYONS MARU Tuesday, 15th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
† CALCUTTA MARU Tuesday, 15th Sept.
† PENANG MARU Tuesday, 29th Sept.

SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU (Nagasaki direct) ... Friday, 18th Sept.
KATORI MARU Saturday, 19th Sept.
† TOKUSHIMA MARU (Kobe direct) Thursday, 24th Sept.
† Cargo only.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchanges to all Depts.) [7

M M
MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

SPHINX ...	... 15th Sept.
POETHOS ...	... 29th Sept.
CHENONCEAUX ...	13th Oct.
ATHOS II ...	... 27th Oct.
D'ARTAGNAN ...	10th Nov.
ANDRE LEBON ...	24th Nov.
FELIX ROUSSEL ...	8th Dec.
G. METZINGER ...	22nd Dec.

To Yokohama via Shanghai and Kobe.

CHENONCEAUX ...	15th Sept.
ATHOS II ...	... 29th Sept.
D'ARTAGNAN ...	13th Oct.
ANDRE LEBON ...	28th Oct.
FELIX ROUSSEL ...	11th Nov.
G. METZINGER ...	25th Nov.
SPHINX ...	... 9th Dec.
POETHOS ...	... 23rd Dec.

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.

COMMERCIAL LINE
For DUNKIRK via PORT-SAID, ORAN, CASSABLANCA, HAMBURG, ROTTERDAM, (ANTWERP)
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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 15,041 TONS; THROUGH CARGO 16,618 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports
British		
Mantua, London	649	600
Hopsang, Swatow	429	773
Yusang, Sandakan	1,000	—
Kiungchow, Canton	—	300
Szechuen, Shanghai	700	940
Chekiang, Shanghai	172	300
	2,950	3,113
Dutch		
Sipirok, Batavia	1,000	900
Ombilin, Batavia	7,413	—
	8,413	900
Italian		
Gange, Shanghai	—	180
	—	180
Norwegian		
Haihing, Penang	636	10
Tingne, Singapore	—	2,375
	636	2,385
Japanese		
Amazon Maru, Kobe	201	6,009
Sungshan Maru, Shanghai	53	431
Ronsan Maru, Newchwang	1,700	2,000
	1,959	9,040
Chinese		
Cheung On, Shanmei	43	—
	43	—
Total	15,041	15,618

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

	Arr.	Dep.
British	7	5
Dutch	2	1
Italian	1	0
Norwegian	2	2
Japanese	3	5
Chinese	1	3
Danish	0	1
German	0	1
Total	16	18

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Mantua (Br.) London	1
Hopsang (Br.) Swatow	2
Yusang (Br.) Sandakan	10
Kiungchow (Br.) Canton	33
Szechuen (Br.) Shanghai	185
Chekiang (Br.) Shanghai	11
Haihing (Norw.) Penang	1,140
Tingne (Norw.) Singapore	12
Sungshan Maru (Japanese) Shanghai	52
Cheung On (Chi.) Shanmei	164
Total	1,630

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves.—Kowloon: Empress of Japan, Cathay, Mantua, Pembrokeshire, Kaga Maru, Bengloe; Holt's Taiping; Socony—Laichikok: Tonjer; Osaka Shosen Kaisha: Canton Maru; Douglas Lapraik: Haiching; Saikong: Wing Lee.

Docks:—Kowloon: Limchow, Hirundo, Fooshing, Yei Maru; Taikoo: Soochow, Hong Kheng, Extremaduna, Shun Chih, Tatsuta Maru.

Buoys:—A2 Bokuyo Maru, A5 Ombilin, A6 Svale, A8 Amazon Maru, A9 Solviken, A10 Anshun, A13 Meiwu Maru, A15 Kingyuan, B2 Daviken, B8 Bintang, B9 Kiungchow, B10 Haldis, B11 Red Flag, B14 Ningpo, B15 Kiangsu, B16 Haihing, B16 Canton, B20 Chekiang, B22 Yusang, B23 Mikesan Maru, B26 Haku Maru, B28 Ronsan Maru, C1 Ardent, C2 Chung Kong, C7 Niitaka Maru.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin.—Tamar.

East Wall.—Phoenix, Moth.
North Arm.—Stormcloud, Sepoy.
West Wall.—Cornflower.
Dock.—Serapis, Seraph, Sterling.
No. 8 Buoy.—Magnolia.
Foreign Men of War.—U.S.S. Mindanao, French Regulus, Chinese On Pak.

CLEARANCE.

September 11.

Amazon Maru, for Singapore.
Annam, for Singapore.
Chekiang, for Canton.
Bokuyo Maru, for Moji.
Cathay, for Singapore.
Chung Kong, for Tourane.
Corona, for Chinwangtao.
Emp. of Japan, for Shanghai.
Fingal, for Canton.
Hai Hing, for Swatow.
Haiching, for Swatow.
Huichow, for Foochow.
Kaga Maru, for Singapore.
Kaku Maru, for Canton.
Kingyuan, for Swatow.
Kiunchow, for Pakhoi.
Mantua, for Shanghai.
Pembrokeshire, for Shanghai.
Saale, for Singapore.
Sipirok, for Canton.
Solviken, for Hoihow.
Soochow, for Canton.

ARRIVALS.

September 10.

Bengloe, British str., 3,425 tons, Capt. W. E. R. E. Jones, from Singapore, Kowloon Wharf.—Gibb, Livingston & Co.

Fingal, Norwegian str., 1,243 tons, Capt. B. Bolt, from Singapore, Stonecutters Anchorage.—Thoresen & Co.

Kaga Maru, Japanese str., 3,613 tons, Capt. Komiyama, from Shanghai, Kowloon Wharf.—N.Y.K.

Kaku Maru, Japanese str., 2,611 tons, Captain Y. Hatakeyama, from Keelung, buoy No. B26.—Y. Sato & Co.

September 11.

Amazon Maru, Japanese str., 4,329 tons, Capt. C. Iwasa, from Shanghai, buoy No. A8.—O.S.K.

Annam, Danish str., 4,236 tons, Capt. Shjoldam, from Shanghai, buoy No. A11.—John Manners & Co.

Cathay, British str., 6,696 tons, Capt. J. A. Smith, from Shanghai, Kowloon Wharf.—M. M. & Co.

Hai Hing, Norwegian str., 1,446 tons, Capt. Olaf. S. Olson, from Hoihow, buoy No. B16.—Thoresen & Co.

Kiungchow, British str., 1,545 tons, Capt. W. Larter, from Canton buoy No. B9.—B. & S.

Lyeemoon, British str., 1,734 tons, Capt. E. Holmes, from Hoihow, buoy No. B17.—Kwong Nam & Co.

Nansenville, Norwegian str., 3,529 tons, Capt. Wergeland, from Shanghai, buoy No. A7.—Thoresen & Co.

Pembrokeshire, British str., 4,948 tons, Capt. E. Beer, from Singapore, Kowloon Wharf.—J. M. & Co.

Saale, German str., 4,433 tons, Capt. R. Daniel, from Shanghai, buoy No. A6.—Melchers & Co.

Sipirok, Dutch str., 1,001 tons, Capt. Venema, from Samarinda, Yaumati Anchorage.—J. C. J. L.

Yusang, British str., 1,122 tons, Captain J. R. Middenway, from Sandakan, buoy No. B22.—J. M. & Co.

THE DUCHESS DANCES WITH A TENANT.

GOLDEN WEDDING PARTY AT GLAMIS CASTLE.

The Duchess of York led the dancing at the opening of a ball in a tent in the grounds of Glamis Castle in connection with the golden wedding celebrations of the Earl and Countess of Strathmore, her parents.

The ball was given to tenants, employees and their friends. The Duchess danced the Highland reel with the oldest tennant, Mr. John Whyte.

The Duke of York was in Highland dress, and the Duchess wore an ankle-length gown of white georgette with diamante embroidery and a diamond tiara. She also wore a pearl necklace.

During the evening the Earl and Countess of Strathmore were presented with portraits—one of the Countess being presented by members of the family, and the portrait of the Earl was the gift of the tenants, and was handed over by Mr. Whyte.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
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SERVICES TO
AMERICAN & ORIENTAL LINE.

M.V. "TWEEDBANK" ...Boston, New York & Philadelphia 7th October

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" 29th October
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Ludwig Bay, Walvis Bay and Madagascar.

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P. & O., British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"CATHAY"	15,000	12th Sept., Noon	Bombay, Marseilles & London
*"GARBETA"	5,300	16th Sept.	Straits, Colombo & Bombay.
§"SOUDAN"	6,800	19th Sept.	Mars., Havre, L'don., H'bg., R'dm. & A'werp.
†"KALYAN"	9,000	26th Sept.	Mars., L'don., R'dm., A'werp. & Hull
*"MIRZAPORE"	6,700	5th Oct.	Straits, Colombo & Bombay.
"MANTUA"	11,000	10th Oct.	Marseilles and London.
†"KASHMIR"	9,000	24th Oct.	Mars., L'don., R'dm. & A'werp.
†"BURDWAN"	6,500	31st Oct.	Mars., Havre, L'don., H'bg., R'dm., A'werp. & Hull.
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles and London.
†"KASHGAR"	9,000	21st Nov.	Mars., L'don., R'dm. & A'werp.
"RAJPUTANA"	17,000	5th Dec.	Marseilles and London.
"CORFU"	15,000	19th Dec.	do.
‡"SOMALI"	6,800	26th Dec.	Mars., Havre, L'don., H'bg., R'dm., A'werp. & Hull.
		1932	
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
†"KARMALA"	9,000	16th Jan.	Mars., L'don., R'dm. & A'werp.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti. § Calls Bangkok.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	7,000	24th Sept.	Singapore, Penang & Calcutta
‡"SIRDHANA"	8,000	4th Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

‡ Calls Rangoon.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"NANKIN"	7,000	2nd Oct.	Manila, Sydney and Melbourne.
"NELLORE"	7,000	31st Oct.	
"TANDA"	7,000	2nd Dec.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London, via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

*"BURDWAN"	6,500	12th Sept.	S'hai., Kobe & Yokohama.
"TILAWA"	10,000	24th Sept.	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	9,000	25th Sept.	S'hai., Moji, Kobe & Yokohama
"NELLORE"	7,000	5th Oct.	S'hai., Moji, Kobe, Osaka & Y'hama.
*"KIDDERPORE"	5,300	6th Oct.	Shanghai, Moji & Kobe.
"SANTHIA"	6,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
"NALDERA"	16,000	10th Oct.	S'hai., Kobe & Yokohama.
"KASHGAR"	9,000	17th Oct.	S'hai., Moji, Kobe & Yokohama
"TALMA"	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
"MACEDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y'hama.
"TANDA"	7,000	6th Nov.	S'hai., Moji, Kobe, Osaka & Y'hama
"TAKADA"	7,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	17,000	7th Nov.	S'hai., Kobe & Yokohama.
"SIRDHANA"	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
"CORFU"	15,000	21st Nov.	S'hai., Kobe & Yokohama.
"TILAWA"	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	17,000	5th Dec.	S'hai., Kobe & Yokohama.
"NANKIN"	7,000	7th Dec.	S'hai., Moji, Kobe, Osaka & Y'hama
"KARMALA"	9,000*	19th Dec.	S'hai., Moji, Kobe & Y'hama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 c. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
A.D. Building, Connaught Road Central, HONG KONG. Agents. [7

SERVICE OF FAST MOTOR VESSELS
with limited, but exceptionally good passenger accommodation.
Homewards to:
PORT SAID, GENOA, ALGIERS, ORAN, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG AND OTHER SCANDINAVIAN PORTS,
via
MANILA AND STRAITS SETTLEMENTS.

	Sailing about
M.S. "SHANTUNG" ...	27th September
M.V. "CANTON" ...	9th November
M.V. "NANKING" ...	9th December

Outwards to:
SHANGHAI AND JAPAN PORTS.

	Sailing about
M.S. "CANTON" ...	6th October
M.V. "NANKING" ...	18th October
M.V. "TAMARA" ...	20th November

PASSENGER RATES.

	"A" Class.	"B" Class.
Hong Kong to Genoa ...	£57	£53.
Hong Kong to 1st North Continental Port ...	£62	£57.

THE SWEDISH EAST ASIATIC CO., LTD.
Agents:
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Canton.

A COMPREHENSIVE AND COMPLETE REPORT of the NEWS OF THE FAR EAST is given in the

"HONG KONG WEEKLY PRESS,"

"THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription, paid in advance—per annum for delivery in Hong Kong $12; including Postage to any part of the world—$18.

EXCHANGE.

CLOSING QUOTATIONS.

September 11, 1931.

On London:—	
Telegraphic Transfer	11⅛
Bank Bills, on demand	11⅛
Bank Bills, 4 months' sight	11 11/16
Credits, 4 months' sight	1/0 5/16
Documents, 4 months' sight	1/0 7/16
On Paris:—	
Bank Bills, on demand	600
Credits, 4 months' sight	640
On New York:—	
Bank Bills, on demand	23⅛
Credits, 60 days' sight	24⅛
On Bombay:—	
Telegraphic Transfer	65⅝
Bank, on demand	65⅝
On Calcutta:—	
Telegraphic Transfer	65⅝
Bank, on demand	65⅝
On Shanghai:—	Tls. 761
Bank, at sight	$61 ¾ dis.
On Yokohama:—	
On demand	47⅝
On Manila—On demand	47⅝
On Singapore:—	
On demand	41⅞
On Batavia:—On demand	59⅛
On Haiphong:—	
On demand	60⅞
On Saigon:—On demand	60⅞
On Bangkok:—	
On demand	185
Sovereigns, Bank's Buying Rate	1/0⅛
Bar Silver, per oz.	12 15/16

BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE via PANAMA.

NEXT SAILING

M.V. "TAI PING YANG" on SEPTEMBER 18th for SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO LOS ANGELES, NEW YORK & BOSTON.

42 Days To New York

For Passengers and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.



LONDON SERVICE.

"MENELAUS" 15th Sept., For Port Said, Marseilles, Casablanca, London, Rotterdam & Hamburg.

"AENEAS" 29th Sept., For Marseilles, London, Rotterdam & Glasgow.

LIVERPOOL SERVICE.

"NINGCHOW" 25th Sept., For Port Said, Havre, Liverpool and Glasgow.

"ASPHALION" 11th Oct., For Port Said, Havre, Liverpool and Glasgow.

NEW YORK SERVICE

"MENESTHEUS" 5th Oct., For Boston, New York & Baltimore via Philippines & Singapore.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"IXION" 17th Sept., For Victoria, Vancouver & Seattle.

"TYNDAREUS" 17th Oct., For Victoria, Vancouver & Seattle.

INWARD SERVICE.

Due

"CALCHAS" 13th Sept., For S'hai., Moji, Kobe & Y'hama.

"SARPEDON" 18th Sept., For S'hai., Tsingtao, Weihaiwei, Taku, Chinwangtao & Dairen.

All cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bills of Lading.

Butterfield & Swire, Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up... $20,000,000
Reserve Funds:—
Sterling £3,500,000
Silver $10,000,000

Reserve Liability of Proprietors $20,000,000

Head Office: Hong Kong.

Board of Directors:

Hon. Mr. C. G. S. Mackie, Chairman.
Hon. Mr. J. J. Paterson, Deputy Chairman.
Hon. Mr. W. H. Bell.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
T. E. Pearce, Esq.
J. A. Plummer, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Chief Manager:
V. M. Grayburn, Esq.

Branches:—

Amoy	Iloilo	Peiping
Bangkok	Ipoh	Penang
Batavia	Johore	Rangoon
Bombay	Kobe	Saigon
Calcutta	Kowloon	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Dairen	Lyons	Sourabaya
Foochow	Malacca	Sungei Patani
Haiphong	Manila	Tientsin
Hamburg	Muar (Johore)	Tokyo
Harbin	Mukden	Tsingtao
Hongkew	New York	Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 16th May, 1931. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation,
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 16th July, 1930. [9

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—U.S. $4,700,000.

HEAD OFFICE: 18, Pine Street, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Rates on Application.

This Bank is entirely owned by The Chase National Bank, New York, with Resources over U.S. $2,600,000,000.

D. M. BIGGAR, Manager.

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NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(Netherlands Trading Society.)

BANKERS

Established 1824.

Hong Kong Office: 11, Queen's Road Central.

Authorised Capital Gldrs. 150,000,000- (£12,500,000.)
Paid-Up Capital...Gldrs. 80,030,000- (£6,669,170.)
Reserve Fund.....Gldrs. 40,015,000- (£3,334,583.)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jiddah, Kobe Kota Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Manager.

Hong Kong, 12th May, 1931. [30

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency.

Authorized Capital...$11,000,000
Paid-up Capital 8,095,600
Reserve Fund 1,100,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers:—
The Lloyds Bank, Ltd.

Correspondents all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOCK POONG SHAN, Manager.

97]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:—

ALOR STAR	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA	SINGAPORE
CANTON	KANGSAR	SITIAWAN
CAWNPORE	KUPANG	SOURABAYA
CEBU	LUMPUR	TAIPING
COLOMBO	KUCHING	TIENTSIN
DAIREN	MADRAS	TOKYO
DELHI	MANILA	TONGKAH (Bhuket)
HAIPHONG	MEDAN	TRINCOMALI
HAMBURG	NEW YORK	YOKOHAMA
HANKOW	PEIPING (Peking)	ZAMBOANGA
HARBIN	PENANG	
HONG KONG		

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART, Manager.

Hong Kong, August 17, 1931. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.

Head Office: 74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up	50,000,000
Special Working Capital:	50,000,000
Reserves	22,319,000

Branches:—

Paris		Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
	Vinh	Paom Penh
Peiping	Shanghai	Tientsin
	Hong Kong	

Bankers:
France: Société Générale, Banque Nationale de Crédit Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 24th August, 1931.

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital.....$25,000,000.00
Paid-up Capital.....$24,710,200.00
Reserve Funds $3,820,503.82

Head Office:—Shanghai.

Hong Kong Branch:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

Head Office:—SINGAPORE.
Hong Kong Office:—13, Queen's Rd. C.

Authorised Capital ...Straits		$20,000,000
Issued	,, ,,	$8,000,000
Paid-up	,, ,,	$4,000,000
Reserve Liabilities of Shareholders	,,	$4,000,000
Surplus	,,	$2,637,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN-ENG HOOI, Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital	U.S. $6,000,000
Surplus	U.S. $1,373,545
Reserves	U.S. $1,008,908

Branches:—

Amsterdam	Cannes	Lucerne	Palermo
Antwerp	Cap Martin	Lugano	Rotterdam
Athens	Edinburgh	Luxor	Rome
Basle	Florence	Marseilles	Stamboul
Berlin	Geneva	Monte Carlo	Shanghai
Biarritz	Genoa	Manila	Southamp
Bombay	Glasgow	Munich	
Bremen	Havana	Montreux	Singapore
Brussels	Hamburg	Milan	St. Moritz
Buenos Aires	Havre	Naples	Tientsin
Cairo	Interlaken	Nice	Vienna
Calcutta	Jerusalem	Piraeus	Venice
Cannes	Lido	Paris	Yokohama
Colombo	London	Penang	Zurich
Copenhagen	Liverpool	Peiping	

Branches of American Express Company in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "*Travelers Cheques*" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with
THE CHASE NATIONAL BANK
Resources..... Over G. $2,500,000,000

C. H. BENSON, General Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund and Rest....	£1,666,845

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Batavia	Karachi	Madras
Bangkok	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Gallo	Kuala Lumpur	Shanghai
Hong Kong	(Pahang)	Simla
Howrah	Kuantan	Singapore
Ipoh	(Pahang)	Sourabaya
Kandy		

Hong Kong Branch:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central,
Hong Kong, 29th April, 1931. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Yen 100,000,000
Reserve Fund	Yen 116,200,000

Head Office: Yokohama.

Branches and Agencies at:

Alexandria	Honolulu	Rio de
Batavia	Kai Yuen	Janeiro
Berlin	Karachi	Rangoon
Bombay	Kobe	Soerabaya
Calcutta	London	San Francisco
Canton	Los Angeles	Seattle
Changchun	Manila	Semarang
Dairen	Nagasaki	Shanghai
(Dalny)	Nagoya	Shimonoseki
Fengtien	Newchwang	Singapore
(Mukden)	New York	Sydney
Hamburg	Osaka	Tientsin
Hankow	Paris	Tokyo
Harbin	Peiping	Tsingtao
Hong Kong		

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, Sept. 11, 1931. [35

THE BANK OF EAST ASIA, LTD.

Established 1918.

HEAD OFFICE:
10 Des Vœux Road, Central,
HONG KONG.

CAPITAL AND SURPLUS over H. $8,000,000.00
TOTAL RESOURCES over H. $30,000,000.00

Every description of Banking Accounts and Exchange business transacted.

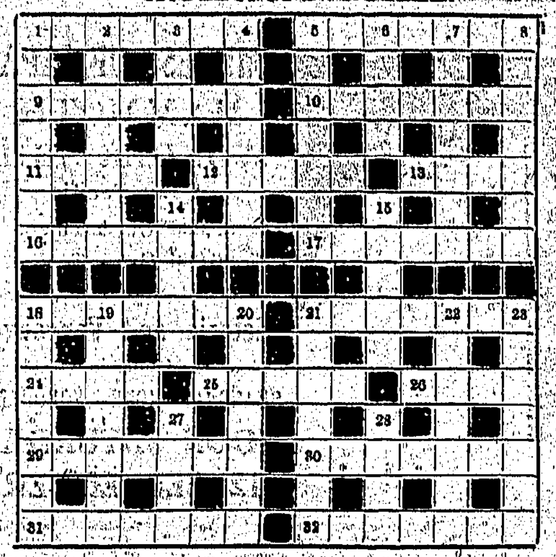
Current and Fixed Deposit Accounts in Local and Foreign currencies opened for Clients.

Savings Account and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO, Chief Manager.

CROSSWORD PUZZLE.



CLUES.

Across.

1.—Observations regarding visible signs.
5.—Surely a happy man, for, surrounded by wealth, he can take his pick.
9.—Far away and rather cold.
10.—The "little bit of mischief" begins to get better, you will be pleased to see.
11.—A prominent feature in China.
12.—Yarns you will receive with thanks.
13.—What one cannot very well do to a broken vase—except anagrammatically.
16.—Descent in which a line to the old is absolutely necessary.
17.—Touching, but vulgar description of a gentleman of colour.
18.—Largely made by a lariat, though incomplete.
21.—Shrieks about the choicest part.
24.—May be French or filbert.
25.—Describes the young person who fears a conflagration.
28.—French mountain range.
29.—Sure to arrive before night.
30.—Two 5 down terms make an escape from custody.
31.—Confines within certain limits, taking the ether into account.
32.—The highest is discovered by an all inclusive trial.

Down.

1.—A primitive Party man.
2.—Is right, and is wrong, in the Embassy.
3.—"Paré" (anag.).
4.—Placed.
5.—There's a lot in this game—not to say a heap.
6.—Women have what a cat does.
7.—I begin to place in quarantine, and finish thus behind time.
8.—Choose again.
14.—Having sufficient strength in itself, though in it is of no force.
15.—The mouthing of a cur.
18.—Hanging with a small hollow under the coop.
19.—Though there is a tear round the design, the garments are complete.
20.—Lolls about the smoking-rooms.
21.—There's a warm corner in the heart of a saint for his undervest.
22.—Flatter.
23.—Describes a landscape on which the sun does not shine.
27.—Sounds as though the rent had gone up.
28.—Even in France we can raise a gale.

The solution will be published to-morrow.

YESTERDAY'S SOLUTION.

■	O	V	E	R	P	E	R	S	U	A	D	E	■	■	
■	■	E	■	E	■	S	■	T	■	R	■	L	■	■	
N	A	S	C	E	N	T	■	A	B	O	L	I	S	H	
E	■	S	■	D	■	A	N	N	■	M	■	S	■	A	
V	E	E	R	S	■	T	■	Z	■	A	L	I	B	I	
E	■	L	■	R	E	T	A	P	■	■	O	■	B	E	
R	E	S	C	U	E	■	I	■	A	N	O	N	Y	M	
T	■	■	A	■	N	A	T	A	L	■	U	■	■	A	
R	O	A	R	S	■	B	■	A	■	L	O	T	I	O	N
H	■	D	■	■	W	A	N	E	S	■	■	D	■	S	
L	E	M	U	R	■	B	■	N	■	S	M	I	T	H	
E	■	I	■	A	■	S	U	F	■	W	■	O	■	I	
S	I	E	■	O	C	C	O	■	O	V	E	R	T	O	P
S	■	E	■	E	■	R	■	L	■	D	■	I	■	■	
■	■	D	I	S	O	B	E	D	I	E	N	C	E	■	

WHEN

YOU REACH HOME



You will be wondering how things are going out here, what all your friends are doing, who won the tennis league.

THE HONG KONG WEEKLY PRESS

will give you all the news and keep you in touch with things out East.

Don't forget before you sail to order it to be sent to you.

Six Months $9.00.

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